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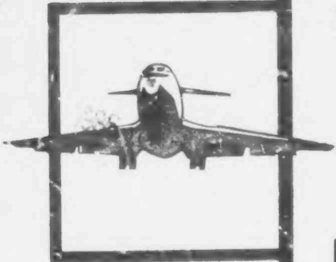
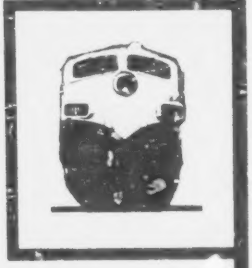


NATIONAL TRANSPORTATION SAFETY BOARD

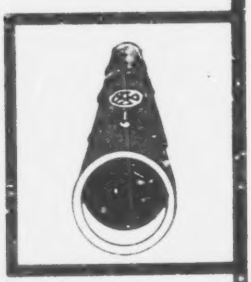


WASHINGTON, D.C. 20594

AIRCRAFT ACCIDENT REPORTS

BRIEF FORMAT
U.S. CIVIL AND FOREIGN AVIATION
ISSUE NUMBER 14 OF 1984 ACCIDENTS

ORIGINAL



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Approximately 200 General Aviation and Air Carrier Accidents Occurring in 1984 in Brief Format

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15. Supplementary Notes

16. Abstract

This publication contains selected aircraft accident reports in Brief Format occurring in U.S. civil and foreign aviation operations during Calendar Year 1984. Approximately 200 General Aviation and Air Carrier accidents contained in this publication represent a random selection. This publication is issued irregularly, normally eighteen times each year. The Brief Format represents the facts, conditions, circumstances and probable cause(s) for each accident.

File Numbers: 2601 through 2800

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FOREWORD

The National Transportation Safety Board, in accordance with the provisions of Title VII of the Federal Aviation Act of 1958 (as amended) and Section 304(a) of the Independent Safety Board Act of 1974, has determined the probable cause(s) of the accidents reported herein.

This publication is issued eighteen (18) times per year and contains approximately 200 U.S. and foreign aircraft accident/incident reports arranged in state and date order.

The enclosed computer briefs are the reports of the National Transportation Safety Board and thereby subject to the limitations of 49 USC 1441(e) which states:

> "No part of any report or reports of the Board, relating to any accident or the investigation thereof, shall be admitted as evidence or used in any suit or action for damage growing out of any matter mentioned in such report or reports."

In reading these reports, it should be borne in mind that they are produced directly from records on magnetic disk by electronic data processing equipment. Due to spacing limitations a number of abbreviations are utilized in the narrative section. Therefore, caution should be exercised in reading this section on the Briefs of Accidents.

Collisions between aircraft are treated as one accident. An analysis is done on each aircraft involved in a collision. This produces two aircraft accident records per accident. Consequently, when compiling information on accidents involving collisions between aircraft, the number of accident records will exceed the number of accidents.

The Briefs of Accidents contain the essential information which fulfill most requirements of persons using these reports. However, for those having a need for more detailed information, the original factual reports are on file in the Washington Office of the National Transportation Safety Board. Upon request, these reports will be produced commercially for a fee to cover reproduction and postage. The cost will be assessed per printed page and photograph(s) reproduced.

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DEFINITIONS

The following definitions contained in CFR 49, Part 830, Paragraph 830.2 apply when used in this publication.

Aircraft Accidents

An occurrence associated with the operation of an aircraft which takes place between the time any person boards the aircraft with the intention of flight until such time as all such persons have disembarked, and in which any person suffers death or serious injury as a result of being in or upon the aircraft or by direct contact with the aircraft or anything attached thereto, or in which the aircraft receives substantial damage.

Fatal Injury

Any injury which results in death within 30 days of the accident.

Serious Injury

Any injury which 1) requires hospitalization for more than 48 hours, commencing within 7 days from the date the injury was received; 2) results in a fracture of any bone (except simple fractures of fingers, toes, or nose); involves lacerations which cause severe hemorrhages, nerve, muscle, or tendon damage; 4) involves injury to any internal organ; or 5) involves second or third degree burns affecting more than 5 percent of the body surface.

Substantial Damage

1) Except as provided in subparagraph (2) of this paragraph, substantial damage means damage or structural failure which adversely affects the structural strength, performance, or flight characteristics of the aircraft, and which would normally require major repair or replacement of the affected component. 2) Engine failure, damage limited to an engine, bent fairings or cowling, dented skin, small punctured holes in the skin or fabric, ground damage to rotor or propeller blades, damage to landing gear, wheels, tires, flaps, engine accessories, brakes, or wingtips are not considered "Substantial Damage" for the purpose of this part.

OCCURRENCE

Occurrence relates to the immediate circumstance of the event. Occurrences are numbered in descending order and directly relate to the phase of operation. Some examples of occurrences are as follows:

Gear Collapsed

Collapse of the landing gear due to mechanical failure other than malfunction of the retracting mechanism.

TYPE OF OPERATING CERTIFICATE/TYPE OF OPERATION

The type of operating certificate/type of operation refers to the purpose for which the aircraft is being operated at the time of the accident. This type of operating certificate is broken into two categories. These categories are:

1. GENERAL AVIATION

This operating certificate refers to operations involving U.S. and foreign aircraft owned and operated by persons, businesses, corporations, et cetera. This category also includes public use aircraft.

To further define General Aviation operations we have classified the following:

Personal

Flying by individuals in there own or rented aircraft for pleasure, or personal transportation not in furtherance of their occupation or company business.

Business

The use of aircraft by pilots (not receiving direct salary or compensation for piloting) in connection with their occupation or in the furtherance of a private business.

Corporate/Executive Operations

The use of aircraft owned or leased, and operated by a corporation or business firm for the transportation of personnel or cargo in furtherance of the corporation's or firm's business, and which are flown by professional pilots receiving a direct salary or compensation for piloting.

Instructional Flying

Refers to flying accomplished in supervised training under the direction of an accredited instructor.

Other Flying

Includes other kinds of flying not covered under the other broad categories. In some instances the criterion of direct financial return may or may not be present.

2. AIR CARRIER

This operating certificate refers to all operations conducted for direct financial return except instructional flying. It includes Domestic/Flag Air Carriers, Supplemental Air Carriers, All Cargo Air Service Air Carriers, Commercial Operators, Air Travel Club, and Corporate (14 CFR 125) operations. Also included in this category are Commuter Air Carrier and On-Demand Air Taxi operations.

Airframe/Component/System Failure/Malfunction

Occurrences resulting from failure of any part of the airframe/component/system while in flight or in motion on the ground. Excludes failure resulting from contact with another airplane or object, or impact with the ground, or damage from landing gear collapse or retraction.

Powerplant - Loss of Power

Occurrences of engine failure or malfunction for any reason. Includes engine stoppage, power interruption, or power loss, actual or simulated.

PHASE OF OPERATION

The phase of operation relates to the particular segment of the flight or occurrences during which the circumstances of the accident occur.

CAUSES AND RELATED FACTORS

In determining probable cause(s) of an accident, all facts, conditions and circumstances are considered. The object is to ascertain these cause-effect relationships in the accident sequence about which something can be done to prevent recurrence of the type of accident under consideration. Accordingly, for statistical purposes where two or more causes exist in an accident, each is recorded and no attempt is made to establish a primary cause. The term factor is used to denote those elements of an accident which further explain or supplement the probable cause(s). Additional items that are not categorized as cause or factors are indicated as findings. These items are of interest in the investigation, however, they do not relate directly to the cause of the accident.

BASIC WEATHER CONDITIONS

The types of weather conditions (VMC/IMC) are determined in accordance with the prescribed minima in Part 91 of the Federal Aviation Regulations. These minima pertain to the ceiling and visibility, in conjunction with the type of airspace at the accident site. Type of weather conditions are based on surface weather as determined from officially recognized sources. Weather conditions encountered in flight are not necessarily representative of the classifications VMC/IMC as carried under Weather Data.

FILE ORDER LISTING

ISSUE NUMBER 14

CALENDAR YEAR 1984

IX

File Order Listing - Issue No. 14, 1984

File Number	Aircraft Regist.	Date	Location	Aircraft		Injury Index	Page
				Make	Model		
2601	7954Z	120984	HAMPSHIRE, IL	CESSNA	150C	NONE	116
2602	1407L	111784	PLATO CENTER, IL	BEECH	A23	NONE	114
2603	4739W	111484	STRONGVILLE, OH	ROCKWELL	114	MINOR	246
2604	3281T	102484	BELLEVILLE, MI	BEECH	G-18S	NONE	160
2605	9844T	102384	MINNEAPOLIS, MN	PIPER	PA-38-112	MINOR	166
2606	37JL	100384	GREENBUSH, MN	PIPER	PA-23-250	NONE	164
2607	317DK	110384	MOORHEAD, MN	KRAGNES	ACROSPORT	NONE	168
2608	3998J	102884	AURORA, IL	MOORE	QUICKSILVE	NONE	112
2609	5299	102484	TECUNSEH, MI	GRUMMAN	G-164A	NONE	162
2610	1JR	072884	WATERVILLE, ME	GATES LEAR J	25B	SERIOUS	152
2611	40921	062584	MARLBORO, NJ	PIPER	PA-28-140	MINOR	202
2612	60132	022284	BEVERLY, MA	BEECH	76	FATAL	140
2614	3930E	072384	BERTRAND, NE	PIPER	PA 36-375	FATAL	186
2614	3968E	072384	BERTRAND, NE	PIPER	PA-36-375	FATAL	184
2616	44GA	013084	AVALON, CA	LEAR JET	24	FATAL	20
2617	5102Z	052784	KEARNEY, NE	HUGHES	369D	FATAL	180
2618	85625	081184	FULSHEAR, TX	AERONCA	7AC	NONE	302
2619	6571L	080784	DEL RIO, TX	CESSNA	152	NONE	300
2621	6525F	080584	WALTERS, OK	CESSNA	150F	NONE	248
2622	4752Q	101084	BURLEY, ID	CESSNA	180	NONE	102
2623	6488N	101384	GABBS, NV	CESSNA	T210N	MINOR	214
2624	100LM	121884	HOQUIAM, WA	HILLER	UH-12ET	MINOR	380
2625	2766J	100384	MORGAN CITY, LA	CESSNA	A185E	NONE	128
2626	6685L	100784	WAURIKA, OK	LAKE	LA-4-200	SERIOUS	264
2627	29618	100584	ROSENBURG, TX	CESSNA	T210L	NONE	342

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File Number	Aircraft Regist.	Date	Location	Aircraft Make	Aircraft Model	Injury Index	Page
2628	9737K	101484	BOOKER, TX	STINSON	108-2	NONE	346
2629	44367	081584	TYLER, TX	PIPER	PA-28-180	NONE	304
2630	2324A	090384	MIDLAND, TX	PIPER	PA-38	NONE	320
2631	67833	092284	PONDER, TX	CESSNA	152	NONE	334
2632	2000G	092184	SAND SPRINGS, OK	CESSNA	182A	MINOR	262
2633	9128P	090984	KERRVILLE, TX	PIPER	PA-24	NONE	326
2634	4183B	082484	GOLIAD, TX	GULFSTREAM C	520	SERIOUS	314
2635	6480J	081984	FORT WORTH, TX	PIPER	PA-28-180	NONE	312
2636	6283Q	081884	AMARILLO, TX	CESSNA	310Q	NONE	308
2637	3350Z	082284	TAHLEQUAH, OK	PIPER	PA-22-150	MINOR	254
2638	89099	082584	TULSA, OK	CESSNA	152	NONE	256
2639	5105F	080984	TULSA, OK	PIPER	PA-32R-300	SERIOUS	250
2640	5649L	030884	SCRIBA, NY	AMERICAN AVI	AA-1	FATAL	216
2641	40790	121284	MIAMI, FL	PIPER	PA-31-350	SERIOUS	92
2642	4410Z	050684	SHIRLEY, NY	PIPER	PA-18-150	FATAL	218
2643	7336B	121984	DEER PARK, WA	CESSNA	A152	NONE	384
2644	763AL	050184	HIGH ISL BLK595, GM	SIKORSKY	S-76A	NONE	98
2645	6099Y	121784	BAINBRIDGE, NY	PIPER	PA-23-250	FATAL	242
2647	761LR	092284	COLLEYVILLE, TX	CESSNA	T210M	FATAL	336
2648	177M	090184	MARTINDALE, TX	MILLER AIR S	GEM 260	FATAL	318
2649	3233Q	081184	REED, OK	PIPER	PA-23-161	FATAL	252
2650	8856F	102984	TERRELL, TX	HUGHES	269A	MINOR	252
2651	3433U	102684	EL PASO, TX	DOUGLAS	DC3C	NONE	350
2652	6248H	101984	KILGORE, TX	PIPER	J3C-65	NONE	348
2653	5097H	102184	BOGALUSA, LA	CESSNA	152	NONE	132

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File Number	Aircraft Regist.	Date	Location	Aircraft Make	Aircraft Model	Injury Index	Page
2654	4877H	100684	MONROE, LA	CESSNA	152	FATAL	130
2655	5648D	031884	CORPUS CHRISTI, TX	MAULE	M6-235	SERIOUS	310
2656	3792Q	080284	HOUSTON, TX	BEECH	56TC	MINOR	296
2657	7606P	120384	LANCASTER, CA	CESSNA	P210N	NONE	46
2659	5689K	111984	TULELAKE, CA	MOONEY	M20J	NONE	44
2660	2917W	110984	INVERNESS, CA	BELL	206B	NONE	40
2661	704ZC	111784	OJAI, CA	CESSNA	150M	NONE	42
2662	29484	090284	SAN JOSE, CA	PIPER	PA-28-161	NONE	36
2663	3673L	090384	VAN NUYS, CA	GREAT LAKES	2T-1A-2	NONE	38
2664	8530X	082084	LIVERMORE, CA	CESSNA	P172D	NONE	30
2666	7709E	091484	SPICEWOOD, TX	CESSNA	150	SERIOUS	332
2667	3296E	120284	LAGRANGE, TX	CESSNA	172N	NONE	366
2668	8304D	080284	WOODWORTH, LA	PIPER	PA-28-181	NONE	120
2669	23713	080384	AMARILLO, TX	BEECH	B-60	NONE	298
2670	3594H	080684	THIBODAUX, LA	MOONEY	M20	NONE	122
2671	19953	083184	TEXAS CITY, TX	CESSNA	177B	NONE	316
2672	5643C	090984	SAN ANTONIO, TX	CESSNA	140A	MINOR	324
2673	20148	091084	ALTUS, OK	BEECH	95-B55	NONE	258
2674	4293Y	091184	WHARTON, TX	PIPER	PA-28-181	NONE	328
2675	62561	110584	GROTON, CT	BEECH	BE-55E	NONE	66
2676	64182	110184	ANDES, NY	CESSNA	172P	NONE	238
2677	4863C	101484	HINCHINBROOK, AK	CESSNA	U206	NONE	6
2678	2021A	072184	OUZINKIE, AK	GRUMMAN	G-21A	FATAL	2
2679	82587	102784	FARMINGTON, PA	PIPER	PA-28-161	NONE	286
2680	89318	091384	LIVERPOOL, TX	CESSNA	140	NONE	330

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2682	32809	110184	LACONIA, NH	BEECH	G18S	MINOR	194
2683	4904B	102284	WAPPINGER FALLS, NY	CESSNA	152II	NONE	236
2684	5312G	092784	ANCHORAGE, AK	CESSNA	305A	NONE	4
2685	9540	101684	SELAWIK, AK	BEECH	3NM	NONE	8
2686	8063E	102084	MENEMSHA, MA	CESSNA	206	NONE	144
2687	26759	100784	CORINTH, NY	GRUMMAN AMER	AA5A	MINOR	234
2688	1086Y	091284	VERNAL, UT	BELL	206B	MINOR	372
2689	6316C	102084	COMMERCE, GA	BEECH	A-36	MINOR	96
2690	2443G	111884	PEMBROKE PINES, FL	PIPER	PA-18-150	SERIOUS	80
2691	119DW	121384	SAN JUAN, PR	BRITTEN NORM	BN-2	NONE	292
2692	30204	033084	KELLEYS ISLAND, OH	CESSNA	177	MINOR	244
2693	191WB	090784	SKAMANIA, WA	CESSNA	T210M	FATAL	376
2694	19DA	081784	DFW AIRPORT, TX	CESSNA	402	NONE	306
2695	3675T	090684	LUBBOCK, TX	BEECH	A36	MINOR	322
2696	9560G	091184	MAYSVILLE, OK	CESSNA	A188B	NONE	260
2697	601SP	080684	FARMINGTON, NM	CESSNA	R172E	FATAL	210
2698	29DT	051184	COLLEGEVILLE, PA	ICA BRASOV	IS-29D2	FATAL	270
2699	6102E	073084	DEL RIO, TX	CESSNA	A185F	FATAL	294
2700	2193Y	121584	NUCLA, CO	PIPER	PA-28RT-20	NONE	56
2701	441CF	122184	COEUR D' ALENE, ID	CESSNA	441	NONE	106
2702	CGTQE	122684	BOISE, ID	PIPER	PA-34-200T	NONE	108
2703	64902	093084	HOUSTON, TX	CESSNA	152	NONE	338
2704	5013F	092684	WEST DELTA 105, GM	BELL	206L-1	NONE	100
2705	4641U	100184	CHANDELEUR ISL, LA	CESSNA	TU206G	NONE	124
2706	5255	100184	PROGRESO, TX	GRUMMAN	G-164A	NONE	340

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2707	53600	100184	LULING, LA	CESSNA	172	NONE	126
2708	64842	071284	PEETZ, CO	PIPER	PA-25-235	FATAL	54
2709	2759K	112284	OAKS, ND	LUSCOMBE	8E	NONE	178
2710	24780	120884	SLIDELL, LA	CESSNA	152	SERIOUS	138
2711	100RJ	120284	SPEARMAN, TX	AMERICAN AVI	AA-1A	MINOR	368
2712	7327M	120184	BASTROP, LA	CESSNA	175	MINOR	136
2713	54028	111984	PAMPA, TX	CESSNA	172P	MINOR	364
2714	24788	112484	NEWCASTLE, OK	PIPER	PA-38-112	NONE	266
2715	64975	110884	DENVER CITY, TX	CESSNA	152	NONE	358
2716	2333D	110984	AMARILLO, TX	CESSNA	170B	NONE	360
2717	94387	111284	EDINBURG, TX	CESSNA	152	MINOR	362
2718	6258G	110484	PARIS, TX	CESSNA	150K	NONE	356
2719	97476	103084	SANDIA, TX	STINSON	108	NONE	354
2720	95035	090384	WASHINGTON, PA	CESSNA	152II	NONE	272
2721	11SU	090384	MADISON, CT	CESSNA	305A	NONE	58
2722	2053N	092784	HARRISBURG, PA	CESSNA	140	NONE	280
2723	26131	121284	GORMAN, CA	GRUMMAN AMER	AA-5A	FATAL	48
2724	5096R	062684	RED FEATHER LAK, CO	CESSNA	172RG	FATAL	50
2725	95007	060584	HAMPTON, NH	PIPER	PA-28-140	SERIOUS	188
2726	1150T	091684	ABERDEEN, WA	CESSNA	172M	FATAL	378
2727	4247A	121984	WEST SEATTLE, WA	DEHAVILLAND	DHC-3 TURB	SERIOUS	382
2728	5406B	080584	FRANKLIN, NC	CESSNA	152	NONE	176
2729	48732	102584	VICKSBURG, MS	PIPER	PA-22-108	SERIOUS	170
2730	6823M	121484	HUTCHINSON, KS	BEECH	300	NONE	118
2731	25575	110584	MIAMI, FL	CESSNA	C-152	NONE	72

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2732	7554V	062384	PELL CITY, AL	CESSNA	177RG	NONE	10
2733	52830	092084	WEST MIFFLIN, PA	CESSNA	182P	NONE	274
2734	739SF	081784	ISLIP, NY	CESSNA	172	NONE	226
2735	454SR	030184	SALISBURY, NC	AERO COMMAND	1121	NONE	172
2736	11849	101484	LAPINE, OR	CESSNA	150L	NONE	268
2737	7771V	083084	SHELLMAN, GA	ROCKWELL INT	S2R	NONE	94
2738	4502E	123184	PORT TOWNSEND, WA	CESSNA	172	MINOR	386
2739	7927J	112584	NAMPA, ID	BELL	47G-3B-2	NONE	104
2740	8451V	082284	VISTA, CA	PIPER	PA-28-161	FATAL	32
2741	3112A	042684	TURNER, ME	CESSNA	170B	FATAL	150
2742	15VP	041584	TOMS RIVER, NJ	BEECH	35-C33	SERIOUS	198
2743	83665	100384	WATERBURY, CT	PIPER	PA-18-150	MINOR	62
2744	3704E	111784	FELLSMERE, FL	PIPER	PA-36-300	SERIOUS	78
2745	49533	092284	NEW YORK, NY	AEROSPATIALE	SA-360C	NONE	228
2746	32079	070684	BRIGHTON, CO	WACO	UPF-7	FATAL	52
2747	757ZG	092484	WHEELING, IL	CESSNA	152	SERIOUS	110
2748	7456H	091984	DURHAM, CT	PIPER	J-3	NONE	60
2749	3573X	082684	TRUCKEE, CA	PIPER	PA-28-161	NONE	34
2750	8JN	092984	BRIGHAM CITY, UT	ROLLADEN-SCH	LS3	FATAL	374
2751	5211F	090784	LEHI, UT	R. LAMAR BRA	ROTORWAY E	NONE	370
2752	608BC	052884	PIRU, CA	AEROTEK	PITTS SPEC	NONE	22
2753	511SS	120784	HARRISON, AR	SWEARINGEN	SA226TC	NONE	14
2754	8969Z	012284	PEQUANNOCK, NJ	CESSNA	310G	FATAL	196
2755	37V	052884	BORON, CA	EIRIAVION OY	PIK 20D	NONE	24
2756	9421U	052984	ALAMEDA, CA	CESSNA	150M	NONE	26

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2757	8345A	071684	NEWCOMB, NY	PIPER	PA-34-220T	FATAL	224
2758	5895D	091684	MEADOW LAKE, NM	PIPER	PA-18	FATAL	212
2759	85819	091184	NEWBURY, MA	AERONCA	11AC	FATAL	142
2761	5HE	032384	CHARLOTTE, NC	MITSUBISHI	MU-2B-20	NONE	174
2762	5784M	061984	ISLAND BEACH, NJ	AEROSPATIALE	AS-350D	FATAL	200
2763	77517	111684	STUART, FL	PIPER	J3C-65	NONE	76
2764	98967	081284	ALPENA, MI	PIPER	PA-12	FATAL	158
2765	43080	120984	DAYTONA BEACH, FL	PIPER	PA28-151	NONE	90
2766	8248D	112584	CROSS CITY, FL	PIPER	PA-32R-301	NONE	84
2767	4949U	112184	MELBOURNE, FL	CESSNA	T210N	NONE	82
2768	1703H	110684	OCALA, FL	CESSNA	310C	NONE	74
2769	8993F	112984	JACKSONVILLE, FL	HUGHES	269C	MINOR	86
2770	26500	060984	KERNVILLE, CA	PIPER	PA-28R-201	NONE	28
2771	42FG	061084	PAYSON, AZ	CESSNA	P172E	NONE	18
2772	55LP	083184	ALBERTVILLE, AL	CESSNA	402C	FATAL	12
2773	76BP	100784	CORAM, NY	CHAMPION	7KCAB	NONE	232
2774	72053	092484	TITUSVILLE, PA	BEECHCRAFT	58F	NONE	276
2775	5484M	100684	KINZUA, PA	CESSNA	152II	MINOR	282
2776	2052X	091884	STONINGTON, ME	CESSNA	182H	NONE	154
2777	33396	091984	MEDFORD, NJ	PIPER	PA-28-140	NONE	206
2778	57125	093084	CHURCHTON, MD	SCHWEIZER	SGS 2-33	NONE	148
2779	50157	100784	BATAVIA, NY	CESSNA	150H	NONE	230
2780	9845H	060984	FULTON, NY	CESSNA	182R II	NONE	220
2781	6737L	120384	ST. PETERSBURG, FL	BEECHCRAFT	V35B	MINOR	88
2782	70042	060284	CAMPBELL, NE	CESSNA	A188B	NONE	182

File Order Listing - Issue No. 14, 1984

File Number	Aircraft Regist.	Date	Location	Aircraft Type	Aircraft Model	Injury Index	Page
2783	38996	110484	OXFORD, CT	PIPER	PA-32-300	NONE	64
2784	16KL	101384	PORT ISABEL, TX	CONSOLIDATED	PBY-6A	FATAL	344
2785	7453P	120284	MERIDEN, CT	PIPER	PA-24-250	NONE	70
2786	24880	120584	NEW CASTLE, PA	PIPER	PA-38-112	NONE	290
2787	9229Y	122084	PEA RIDGE, AR	AERO COMMAND	690A	FATAL	16
2788	8859K	092584	HAZLETON, PA	PIPER	PA-28-140	MINOR	278
2789	89929	112584	MADISON, CT	CESSNA	172P	NONE	68
2790	3709K	112784	MILLBROOK, NY	GLOBE	GC-1B	NONE	240
2791	14315	121884	STOW, MA	PIPER	PA-18-150	NONE	146
2792	1857G	071584	NEWMARKET, NH	BEECHCRAFT	C24R	NONE	190
2793	2273F	080484	MANAHAWKIN, NJ	CESSNA	310L	NONE	204
2794	31699	112584	PROSPECTVILLE, PA	PIPER	PA-32-300	NONE	288
2795	699GN	120684	MILLINOCKET, ME	ROCKWELL GUL	690B	NONE	156
2796	3515H	111084	MARLBORO, NJ	MOONEY	M20J	NONE	208
2797	401GC	100784	MOULTONBORO, NH	BELL	47G3-B1	NONE	192
2798	66534	070884	ONEONTA, NY	BEECH	58	NONE	222
2799	1069E	101584	ONO, PA	AERONCA	7AC	MINOR	284
2800	7415T	112684	HAMMOND, LA	CESSNA	172A	FATAL	134

AIRCRAFT ACCIDENT REPORTS

BRIEF FORMAT

U.S. CIVIL AND FOREIGN AVIATION

ISSUE NUMBER 14 OF 1984 ACCIDENTS

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National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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File No. - 2678       7/21/84    OUZINKIE,AK              A/C Reg. No. N2021A          Time (Lcl) - 0920 ADT
----------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-ON-DEMAND AIR TAXI           Aircraft Damage                      Injuries
    Name of Carrier           -HAROLD W. DIERICH             DESTROYED                  Fatal   Serious   Minor   None
    Type of Operation         -NON SCHED,DOMESTIC,PASSENGER  Fire               Crew      1        0        0       0
    Flight Conducted Under    -14 CFR 135                    UNK/NR             Pass      3        0        0       0
    Accident Occurred During  -UNKNOWN
----------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model    - GRUMMAN G-21A            Eng Make/Model - P & W R-985              ELT Installed/Activated - YES/NO
    Landing Gear  - TRICYCLE-RETRACTABLE     Number Engines -  2                       Stall Warning System - YES
    Max Gross Wt  -    8920                  Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats  -       8                  Rated Power    -    485 HP
----------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                               Itinerary                                Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING   Last Departure Point                     UNK/NR
      Method         - N/A                       KODIAK,AK
      Completeness   - N/A                    Destination                             Airport Data
    Basic Weather    - IMC                       LARSEN BAY,AK
      Wind Dir/Speed- 260/004 KTS                                                       Runway Ident     - N/A
      Visibility     -    3.000 SM            ATC/Airspace                              Runway Lth/Wid   - N/A
      Lowest Sky/Clouds  -      200 FT PART OBS  Type of Flight Plan - COMPANY (VFR)    Runway Surface   - N/A
      Lowest Ceiling     - UNK/NR   OVERCAST     Type of Clearance   - NONE             Runway Status    - N/A
      Obstructions to Vision- HAZE               Type Apch/Lndg      - UNK/NR
      Precipitation      - RAIN
      Condition of Light - DAYLIGHT
----------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                     Age -     50         Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)           Biennial Flight Review              Flight Time (Hours)
       COMMERCIAL                          Current        - YES     Total     -    5537       Last 24 Hrs -      1
       SE LAND,ME LAND,SE SEA,ME SEA       Months Since   -  2      Make/Model-    2520       Last 30 Days-     90
                                           Aircraft Type  - G 21A   Instrument-      70       Last 90 Days-    124
                                                                    Multi-Eng -    2520

       Instrument Rating(s)  - AIRPLANE
----------------------------------------------------------------------------------------------------------
----Narrative----
```

N2021A DEPARTED KODIAK, AK, AT 0904 AKDT UNDER A SPECIAL VFR CLEARANCE. TWO OTHER PLTS STATED N2021A WAS THEN CIRCLING OVER MONASHKA BAY WHILE WAITING FOR THE WX OVER THE NARROW STRAIT TO CLEAR. AT 0920 AKDT THE PLT OF N2021A STATED TO ONE OF THE OTHER PLTS THAT THE WX APPEARED TO BE GETTING BETTER AND HE WAS GOING TO TAKE A LOOK. THE ACFT COLLIDED WITH THE WATERS OF THE NARROW STRAIT, NORTHWEST OF MONASHKA BAY. WITNESSES REPORTED THE WX WAS IFR IN THE AREA AT THE TIME. N2021A WAS NOT EQUIPPED FOR INSTRUMENT FLT NOR WAS THE PLT CURRENT WITH FARS TO CONDUCT IFR OPERATIONS. WHILE CIRCLING OVER MONASHKA BAY THE PLT OF N2021A EXPRESSED CONCERN TO THE OTHER PLT ABOUT CARGO OF FROZEN MEAT THAWING.

Brief of Accident (Continued)

File No. - 2678 7/21/84 OUZINKIE,AK A/C Reg. No. N2021A Time (Lcl) - 0920 ADT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)
1. WEATHER CONDITION - FOG
2. WEATHER CONDITION - RAIN
3. WEATHER CONDITION - OBSCURATION
4. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
5. WEATHER EVALUATION - POOR - PILOT IN COMMAND
6. VFR FLIGHT INTO IMC - ATTEMPTED - PILOT IN COMMAND
7. IMPROPER USE OF PROCEDURE,SELF-INDUCED PRESSURE - PILOT IN COMMAND
8. IMPROPER USE OF PROCEDURE,OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation UNKNOWN

Finding(s)
9. TERRAIN CONDITION - WATER,GLASSY

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5,6

Factor(s) relating to this accident is/are finding(s) 1,2,3,7,8

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                              National Transportation Safety Board
                                    Washington, D.C. 20594

                                       Brief of Accident

     File No. - 2684      9/27/84    ANCHORAGE,AK            A/C Reg. No. N5312G          Time (Lcl) - 2004 ADT
--------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)          Aircraft Damage                  Injuries
                                                                  SUBSTANTIAL              Fatal   Serious   Minor    None
     Type of Operation          -SEARCH/RESCU                    Fire               Crew     0        0        0        1
     Flight Conducted Under     -14 CFR 91                        NONE              Pass     0        0        0        1
     Accident Occurred During   -LANDING
--------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - CESSNA 305A               Eng Make/Model - CONTINENTAL O-470-11B    ELT Installed/Activated - YES/NO
     Landing Gear   - TAILWHEEL-ALL FIXED       Number Engines -  1                          Stall Warning System - YES
     Max Gross Wt   -    2100                   Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats   -      2                    Rated Power    -     213 HP
--------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                   Itinerary                                 Airport Proximity
     Wx Briefing      - UNK/NR                      Last Departure Point                      ON AIRPORT
       Method         - ACFT RADIO                    ANCHORAGE,AK
       Completeness   - FULL                        Destination                             Airport Data
     Basic Weather    - VMC                           ANCHORAGE,AK                            MERRILL
       Wind Dir/Speed- CALM                                                                   Runway Ident     - 24
       Visibility     -   50.0   SM              ATC/Airspace                                 Runway Lth/Wid   -  4000/  100
       Lowest Sky/Clouds  -      8000 FT SCATTERED  Type of Flight Plan - MILITARY (VFR)        Runway Surface   - ASPHALT
       Lowest Ceiling        - NONE                 Type of Clearance   - VFR                  Runway Status    - WET
       Obstructions to Vision- NONE                 Type Apch/Lndg      - FULL STOP
       Precipitation         - NONE
       Condition of Light    - DUSK
--------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                         Age -     53          Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)               Biennial Flight Review                Flight Time (Hours)
         COMMERCIAL                             Current         - YES        Total      -   1350        Last 24 Hrs -       3
         SE LAND,SE SEA                         Months Since    - 12         Make/Model-      79        Last 30 Days- UNK/NR
                                                Aircraft Type   - PA-18      Instrument-      83        Last 90 Days-      90


         Instrument Rating(s)  - AIRPLANE
--------------------------------------------------------------------------------------------------------------
----Narrative----
DURING THE ROLLOUT THE TAIL WHEEL BEGAN TO SHIMMY AND THE ACFT SWERVED TO THE RIGHT AND GROUND LOOPED. THE LEFT
WING AND LEFT HORIZONTAL STABILIZER CONTACTED THE GROUND. INVESTIGATION REVEALED THAT THE TAIL WHEEL SPRING ASS'Y
WAS OVERSIZED AND NOT PROPERLY SECURED. THIS WAS THE FOURTH REPORTED OCCURRENCE INVOLVING GROUND DIRECTIONAL CONTROL
PROBLEMS IN THIS ACFT.

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Brief of Accident (Continued)

File No. - 2684 9/27/84 ANCHORAGE,AK A/C Reg. No. N5312G Time (Lcl) - 2004 ADT

Occurrence	LOSS OF CONTROL - ON GROUND
Phase of Operation	LANDING - ROLL

Finding(s)

1. LANDING GEAR,TAILWHEEL ASSEMBLY - INCORRECT
2. MAINTENANCE - IMPROPER - COMPANY MAINTENANCE PSNL
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

```
   File No. - 2677      10/14/84    HINCHINBROOK,AK           A/C Reg. No. N4863C             Time (Lcl) - 1030 ADT
-----------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-ON-DEMAND AIR TAXI          Aircraft Damage                           Injuries
     Name of Carrier           -CHITINA AIR SERVICE          SUBSTANTIAL                       Fatal   Serious   Minor    None
     Type of Operation         -NON SCHED,DOMESTIC,PASSENGER Fire                        Crew    0        0        0        1
     Flight Conducted Under    -14 CFR 135                   NONE                        Pass    0        0        0        1
     Accident Occurred During  -LANDING
-----------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - CESSNA U206             Eng Make/Model - CONTINENTAL IO-520-F     ELT Installed/Activated - YES/NO
     Landing Gear   - TRICYCLE-FIXED          Number Engines -  1                          Stall Warning System - YES
     Max Gross Wt   -   3600                  Engine Type     - RECIP-FUEL INJECTED
     No. of Seats   -      6                  Rated Power     -    300 HP
-----------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                            Itinerary                                  Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING   Last Departure Point                       ON AIRSTRIP
       Method         - N/A                       CORDOVA,AK
       Completeness   - N/A                    Destination                              Airport Data
     Basic Weather    - VMC                       HINCHINBROOK,AK                          STRAWBERRY POINT
       Wind Dir/Speed- VARIABLE                                                            Runway Ident     - 05
       Visibility     -   90.0   SM            ATC/Airspace                                Runway Lth/Wid   -  1800 -UNK/NR
       Lowest Sky/Clouds  -     CLEAR            Type of Flight Plan - COMPANY (VFR)       Runway Surface   - UNK/NR
       Lowest Ceiling         - NONE             Type of Clearance   - NONE                Runway Status    - SOFT
       Obstructions to Vision- NONE              Type Apch/Lndg      - TRAFFIC PATTERN                        ROUGH
       Precipitation          - NONE                                   FULL STOP
       Condition of Light     - DAYLIGHT
-----------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                        Age -      29          Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)              Biennial Flight Review              Flight Time (Hours)
        COMMERCIAL                            Current      - YES      Total      -   4860        Last 24 Hrs -      4
        SE LAND,SE SEA                        Months Since  - 3       Make/Model-   1500        Last 30 Days-     31
                                              Aircraft Type - U206    Instrument-     50        Last 90 Days-    350


        Instrument Rating(s)  - AIRPLANE
-----------------------------------------------------------------------------------------------------------------------
----Narrative----
INVESTIGATION REVEALED THAT THE NOSE GEAR TORQUE LINK BOLT SHEARED DURING THE LANDING ROLL ON AN ABANDONED SAND
AIRSTRIP CAUSING THE GEAR COLLAPSE AND NOSEOVER. METALLURGICAL TESTING DISCLOSED EVIDENCE OF LONG TERM PROGRESSION
OF SEVERE CORROSION BETWEEN THE BOLT AND IT'S SLEEVE THE ACFT HAD BEEN INVOLVED IN OPERATIONS REQUIRING MULTIPLE
TAKEOFFS AND LANDINGS PER HOUR, MANY OF WHICH WERE ON SALT WTER BEACHES.

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Brief of Accident (Continued)

File No. - 2677 10/14/84 HINCHINBROOK,AK A/C Reg. No. N4863C Time (Lcl) - 1030 ADT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation LANDING - ROLL

Finding(s)
1. LANDING GEAR,NOSE GEAR ASSEMBLY - CORRODED

Occurrence #2 NOSE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

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                              National Transportation Safety Board
                                   Washington, D.C. 20594

                                      Brief of Accident

    File No. - 2685      10/16/84    SELAWIK,AK                A/C Reg. No. N9540           Time (Lcl) - 1122 ADT
------------------ -- -------------------------------------------------------------------------------------------
----Basic Information----
      Type Operating Certificate-ON-DEMAND AIR TAXI           Aircraft Damage                      Injuries
      Name of Carrier           -RYAN AIR SERVICE  INC.        SUBSTANTIAL                  Fatal   Serious   Minor     None
      Type of Operation         -NON SCHED,DOMESTIC,PASSENGER  Fire                  Crew     0        0        0         1
      Flight Conducted Under    -14 CFR 135                    NONE                  Pass     0        0        0         0
      Accident Occurred During  -LANDING
-----------------------------------------------------------------------------------------------------------------
----Aircraft Information----
      Make/Model     - BEECH 3NM                    Eng Make/Model - P&W R-985-AN-14B          ELT Installed/Activated - YES/NO
      Landing Gear   - TAILWHEEL-ALL RETRACTABLE    Number Engines -  2                           Stall Warning System - YES
      Max Gross Wt   -    9360                      Engine Type     - RECIPROCATING-CARBURETOR
      No. of Seats   -       2                      Rated Power     -     450 HP
-----------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                                   Itinerary                                  Airport Proximity
      Wx Briefing      - NO RECORD OF BRIEFING       Last Departure Point                        ON AIRPORT
        Method         - N/A                           KOTZEBUE,AK
        Completeness   - N/A                        Destination                               Airport Data
      Basic Weather    - VMC                           SELAWIK,AK                                SELAWIK
        Wind Dir/Speed- C70/008 KTS                                                              Runway Ident      - 08
        Visibility     -    20.0   SM              ATC/Airspace                                  Runway Lth/Wid   -   1900/    60
        Lowest Sky/Clouds  -     UNK/NR              Type of Flight Plan - COMPANY (VFR)         Runway Surface   - GRAVEL
        Lowest Ceiling        -  5000 FT BROKEN      Type of Clearance    - NONE                 Runway Status    - DRY
        Obstructions to Vision- NONE                 Type Apch/Lndg       - STRAIGHT-IN
        Precipitation         - NONE                                        FULL STOP
        Condition of Light    - DAYLIGHT
-----------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                           Age -      30             Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
       Certificate(s)/Rating(s)                 Biennial Flight Review                 Flight Time (Hours)
          ATP                                      Current        - YES        Total      -    3973        Last 24 Hrs -       6
          SE LAND,ME LAND                          Months Since   -  4         Make/Model-       77        Last 30 Days- UNK/NR
                                                   Aircraft Type  - A-100      Instrument-      174        Last 90 Days-     346
                                                                               Multi-Eng -    3577

          Instrument Rating(s)  - AIRPLANE
-----------------------------------------------------------------------------------------------------------------
----Narrative----
MAINTAINING VISUAL SEPARATION WITH OTHER ACFT, FLYING A STRAIGHT-IN APCH INSTEAD OF A CONVENTIONAL PATTERN, AND
CONCERN OVER THE LANDING ON A SHORT STRIP INTERFERED WITH THE PLT'S HABIT PATTERN. THE GEAR WAS NOT EXTENDED AND
THE GEAR-UP LANDING RESULTED.

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Brief of Accident (Continued)

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      File No. - 2685      10/16/84     SELAWIK,AK                   A/C Reg. No. N9540              Time (Lcl) - 1122 ADT
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Occurrence              IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)
  1. CHECKLIST - NOT FOLLOWED - PILOT IN COMMAND
  2. GEAR EXTENSION - NOT PERFORMED - PILOT IN COMMAND
  3. WHEELS UP LANDING - INADVERTENT - PILOT IN COMMAND
--------------------------------------------------------------------------------------------------------------------------------
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 1,2
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National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2732 6/23/84 PELL CITY,AL A/C Reg. No. N7554V Time (Lcl) - 1330 CDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

----Aircraft Information----

Make/Model - CESSNA 177RG
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2800
No. of Seats - 4

Eng Make/Model - LYCOMING IO-360-A1B6D
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 200 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - FSS
Method - IN PERSON
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 240/005 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
PELL CITY,AL
Destination
PELL CITY,AL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND

Age - 29
Biennial Flight Review
Current - YES
Months Since - 3
Aircraft Type - C-172RG

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)
Total - 1211
Make/Model- 5
Instrument- 105
Multi-Eng - 200
Last 24 Hrs - 2
Last 30 Days- 13
Last 90 Days- 17

Instrument Rating(s) - AIRPLANE

----Narrative----

DURING THE TAKEOFF SEQUENCE, THE ALTERNATE AIR DOOR HINGE FAILED, ALLOWING THE DOOR TO SEPARATE AND PROGRESSIVELY BLOCK THE INDUCTION AIR SYSTEM TO THE POINT THAT INSUFFICIENT POWER WAS AVAILABLE TO SUSTAIN FURTHER FLIGHT. A FORCED LANDING WAS EFFECTED IN A COW PASTURE. THE ALTERNATE AIR DOOR IS NOT ACCESSIBLE FOR CONDITION INSPECTION UNDER ROUTINE PREFLIGHT PROCEDURES (COWLING REMOVAL REQUIRED).

Brief of Accident (Continued)

File No. - 2732 6/23/84 PELL CITY,AL A/C Reg. No. N7554V Time (Lcl) - 1330 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. MISCELLANEOUS - SEPARATION
2. FUEL SYSTEM,RAM AIR - BLOCKED(PARTIAL)
3. AIRCRAFT PREFLIGHT - NOT POSSIBLE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)
4. TERRAIN CONDITION - NONE SUITABLE
5. TERRAIN CONDITION - DITCH

Occurrence #4 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)
6. OBJECT - FENCE

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

Factor(s) relating to this accident is/are finding(s) 1,3,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2772 8/31/84 ALBERTVILLE,AL A/C Reg. No. N55LP Time (Lcl) - 0810 CDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -APPROACH

Aircraft Damage
DESTROYED
Fire
ON GROUND

Injuries	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	1	0	0	0

----Aircraft Information----

Make/Model - CESSNA 402C
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 6350
No. of Seats - 10
Eng Make/Model - CONTINENTAL TSIO-520-VB
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 325 HP
ELT Installed/Activated - YES/NO
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - IMC
Wind Dir/Speed- 004 KTS
Visibility - .250 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - OBSCURED
Obstructions to Vision- FOG
Precipitation - NONE
Condition of Light - DAWN

Itinerary
Last Departure Point
DECATUR,AR
Destination
ALBERTVILLE,AL

ATC/Airspace
Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - ADF/NDB

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
ALBERTVILLE MUNICIPAL
Runway Ident - 23
Runway Lth/Wid - 4800/ 80
Runway Surface - ASPHALT
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL,CFI
SE LAND,ME LAND

Age - 60
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)
Total - 7500
Make/Model- 400
Instrument- 585
Multi-Eng - 2600
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR
Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

----Narrative----

PLT WAS EXECUTING AN NON-DIRECTIONAL BEACON APPROACH TO RWY 23. INSTRUMENT METEOROLOGICAL CONDITIONS PREVAILED AT THE TIME OF THE ACCIDENT. RADAR INFORMATION OBTAINED DURING THE INVESTIGATION REVEALED THE PLT DID NOT STABILIZE THE AIRSPEED WHILE EXECUTING THE APPROACH. WITNESSES NEAR THE ACCIDENT SITE INDICATED THEY HAD HEARD A LOW FLYING ACFT AT THE APRX TIME OF THE ACCIDENT. THE WRECKAGE PATH REVEALED A GRADUAL DESCENT SWATH IN THE TREES WHICH TERMINATED WITH GROUND IMPACT. WITNESSES NEAR THE ARPT STATED THAT THE ARPT WAS OBSCURED BY FOG.

Brief of Accident (Continued)

File No. - 2772 8/31/84 ALBERTVILLE,AL A/C Reg. No. N55LP Time (Lcl) - 0810 CDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)
1. WEATHER CONDITION - FOG
2. FLIGHT TO ALTERNATE DESTINATION - NOT PERFORMED - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE,OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
4. MINIMUM DESCENT ALTITUDE - EXCEEDED - PILOT IN COMMAND
5. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
6. DECISION HEIGHT - DISREGARDED - PILOT IN COMMAND
7. AIRSPEED - UNCONTROLLED - PILOT IN COMMAND
8. IFR PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND
9. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,5,6,7,8,9

Factor(s) relating to this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2753 12/07/84 HARRISON,AR A/C Reg. No. N511SS Time (Lcl) - 1410 CST

----Basic Information----

Type Operating Certificate-COMMUTER
Name of Carrier -SCHEDULED SKYWAYS,INC.
Type of Operation -SCHEDULED,DOMESTIC,PASSENGER
Flight Conducted Under -14 CFR 135
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
ON GROUND

Injuries

	Fatal	Serious	Minor	None
Crew	0	0	0	2
Pass	0	0	0	5

----Aircraft Information----

Make/Model - SWEARINGEN SA226TC
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 12500
No. of Seats - 19

Eng Make/Model - GARRETT TPE331-10VA
Number Engines - 2
Engine Type - TURBOPROP
Rated Power - 840 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 270/005 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
FAYETTEVILLE,AR
Destination
SAME AS ACC/INC

ATC/Airspace
Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity
ON AIRPORT

Airport Data
BOONE COUNTY
Runway Ident - 18
Runway Lth/Wid - 6159/ 150
Runway Surface - ASPHALT
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
ATP
ME LAND

Age - 27
Biennial Flight Review
Current - YES
Months Since - 7
Aircraft Type - SA226TC

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)
Total - 3599
Make/Model- 754
Instrument- 702
Multi-Eng - 2007

Last 24 Hrs - 4
Last 30 Days- UNK/NR
Last 90 Days- 213

Instrument Rating(s) - AIRPLANE

----Narrative----

THE ACFT WAS BEING OPERATED AS SKYWAYS FLT 488. THE FIRST OFFICER WAS FLYING THE ACFT. THE ACFT TOUCHED DOWN ON THE RWY APRX 1584 FEET FROM THE APPROACH END AND AFTER A SHORT ROLL, THE LANDING GEAR WARNING HORN SOUNDED AND THE LEFT WING SETTLED TO THE GROUND. THE CREW ATTEMPTED TO RAISE THE WING AND THE ACFT SETTLED TO THE GROUND AND SLID 2190 FEET. POST CRASH EXAM REVEAL EVIDENCE OF A MECHANICAL MALFUNCTION OR FAILURE OF THE LANDING GEAR PRIOR TO THE ACCIDENT. BOTH FLIGHT CREW MEMBERS STATED THAT THE GEAR HANDLE WAS IN THE DOWN POSITION AND THAT THE GEAR SAFE INDICATOR WAS ILLUMINATED AT THE TIME OF LANDING.

File No. - 2753 12/07/84 HARRISON,AR A/C Reg. No. N511SS Time (Lcl) - 1410 CST

Occurrence GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)
1. LANDING GEAR - UNDETERMINED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

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                              National Transportation Safety Board
                                    Washington, D.C. 20594

                                       Brief of Accident

      File No. - 2787      12/20/84    PEA RIDGE,AR             A/C Reg. No. N9229Y            Time (Lcl) - 1920 CST
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----Basic Information----
      Type Operating Certificate-ON-DEMAND AIR TAXI              Aircraft Damage                           Injuries
                                                                  DESTROYED                   Fatal    Serious    Minor      None
      Type of Operation         -BUSINESS                        Fire                Crew       0         1         0          0
      Flight Conducted Under    -14 CFR 91                        NONE               Pass       1         0         0          0
      Accident Occurred During  -APPROACH
-------------------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
      Make/Model     - AERO COMMANDER 690A           Eng Make/Model - GARRETT TPE3315251K       ELT Installed/Activated - YES/NO
      Landing Gear   - TRICYCLE-RETRACTABLE          Number Engines -  2                           Stall Warning System - YES
      Max Gross Wt   -   10250                       Engine Type    - TURBOPROP
      No. of Seats   -      11                       Rated Power    -     715 HP
-------------------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                                  Itinerary                                      Airport Proximity
      Wx Briefing      - FSS                        Last Departure Point                           OFF AIRPORT/STRIP
        Method         - TELEPHONE                    BATON ROUGE,LA
        Completeness   - FULL                       Destination                                  Airport Data
      Basic Weather    - IMC                          SAME AS ACC/INC                                FIELD MUNICIPAL-CARTER
        Wind Dir/Speed- 060/005 KTS                                                                  Runway Ident      - 19
        Visibility     -    2.000 SM                ATC/Airspace                                     Runway Lth/Wid   -  6000/  100
        Lowest Sky/Clouds  -     UNK/NR               Type of Flight Plan - IFR                      Runway Surface   - ASPHALT
        Lowest Ceiling     - -    800 FT OVERCAST     Type of Clearance   - IFR                      Runway Status    - WET
        Obstructions to Vision- FOG                   Type Apch/Lndg      - VOR/DME
        Precipitation        - DRIZZLE
        Condition of Light   - NIGHT(DARK)
-------------------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                           Age -      24              Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
       Certificate(s)/Rating(s)                 Biennial Flight Review                     Flight Time (Hours)
         ATP,CFI                                    Current        - YES        Total      - UNK/NR          Last 24 Hrs - UNK/NR
         SE LAND,ME LAND                            Months Since  -  8          Make/Model- UNK/NR           Last 30 Days- UNK/NR
                                                    Aircraft Type - UNK/NR      Instrument- UNK/NR           Last 90 Days-     105
                                                                                Multi-Eng - UNK/NR           Rotorcraft  - UNK/NR

         Instrument Rating(s)  - AIRPLANE
-------------------------------------------------------------------------------------------------------------------------------------
----Narrative----
PLT WAS CLEARED FOR VOR/DME APPROACH TO ROGERS ARPT BY FAYETTEVILLE APCH CONTROL; FAYETTEVILLE ALTIMETER SETTING OF
29.85 (CONFIRMED BY RECORDED TRANSCRIPT) FURNISHED. PLT DID NOT READ BACK. DURING APCH, ACFT IMPACTED TREES 25
FT AGL AT APRX 1320 FT MSL, 3 MILES SHORT OF ARPT. INVESTIGATION SHOWED PLT'S ALTIMETER SET AT 30.14 (ALTIMETER
WOULD READ 290 FT HIGHER THAN ACFT ACTUAL ALTITUDE). PLT'S RECALL WAS THAT THE 30.14 SETTING WAS FURNISHED BY APCH
CONTROL. PLT FURTHER STATED LAST RECALLED ALTITUDE READING WAS 1750 FT. APCH PLATE SHOWS 1700 FT MDA WITH
ROGERS ALTIMETER SETTING; INCREASE MDA BY 100 FT IF USING FAYETTEVILLE SETTING.

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                              Brief of Accident (Continued)

   File No. - 2787      12/20/84    PEA RIDGE,AR            A/C Reg. No. N9229Y            Time (Lcl) - 1920 CST
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Occurrence            IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation    APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)
  1. AIR/GROUND COMMUNICATIONS - INATTENTIVE - PILOT IN COMMAND
  2.      IMPROPER USE OF PROCEDURE,COMPLACENCY - PILOT IN COMMAND
  3. ALTIMETER SETTING - INACCURATE - PILOT IN COMMAND
  4. IFR PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND
  5. MINIMUM DESCENT ALTITUDE - BELOW - PILOT IN COMMAND
  6. TERRAIN CONDITION - HIGH VEGETATION
----------------------------------------------------------------------------------------------------------------
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 5

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,6
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National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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     File No. - 2771       6/10/84     PAYSON,AZ                  A/C Reg. No. N42FG              Time (Lcl) - 0740 MST
----------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                        Injuries
                                                                SUBSTANTIAL                  Fatal   Serious   Minor    None
     Type of Operation          -INSTRUCTIONAL                 Fire                  Crew     0        0        0        2
     Flight Conducted Under     -14 CFR 91                      NONE                  Pass     0        0        0        0
     Accident Occurred During   -LANDING
----------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - CESSNA R172E                Eng Make/Model - LYCOMING O-360-A1A       ELT Installed/Activated - YES/NO
     Landing Gear   - TRICYCLE-FIXED              Number Engines -  1                         Stall Warning System - YES
     Max Gross Wt   -    2350                     Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats   -       4                     Rated Power    -     210 HP
----------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                 Itinerary                                 Airport Proximity
     Wx Briefing      - UNK/NR                    Last Departure Point                      ON AIRPORT
       Method         - ACFT RADIO                  MESA,AZ
       Completeness   - UNK/NR                   Destination                              Airport Data
     Basic Weather    - VMC                         PAYSON,AZ                               PAYSON
       Wind Dir/Speed- 010/010 KTS                                                          Runway Ident      - 24
       Visibility     -    30.0   SM            ATC/Airspace                                Runway Lth/Wid    -   4900/   60
       Lowest Sky/Clouds  -     CLEAR             Type of Flight Plan - NONE                Runway Surface    - ASPHALT
       Lowest Ceiling         - NONE              Type of Clearance   - NONE                Runway Status     - DRY
       Obstructions to Vision- NONE               Type Apch/Lndg      - TRAFFIC PATTERN
       Precipitation          - NONE                                    GO AROUND    -
       Condition of Light     - DAYLIGHT
----------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                       Age -      58          Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)             Biennial Flight Review                 Flight Time (Hours)
         COMMERCIAL                            Current        - YES       Total        -   6000        Last 24 Hrs -        1
         SE LAND,ME LAND                       Months Since   - UNK/NR    Make/Model-       120        Last 30 Days-       16
                                               Aircraft Type  - UNK/NR    Instrument-       400        Last 90 Days-       50
                                                                          Multi-Eng -      1000

         Instrument Rating(s)   - AIRPLANE
----------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PURPOSE OF THE FLIGHT WAS TO GIVE THE PVT PLT A RECURRENCY CHECKRIDE AS REQUIRED BY THE CIVIL AIR PATROL.
THE COMMERCIAL RATED CHECK PLT IS NOT A CFI. ACCORDING TO THE CHECK PLT THE PVT PLT WAS ATTEMPTING A TOUCH AND GO
LANDING. THE PVT PLT FLARED TOO HIGH. THE ACFT BOUNCED AND HE FAILED TO RAISE THE FLAPS WHEN GO-AROUND WAS INITIATED.
ACFT BECAME AIRBORNE AT A HIGH ANGLE OF ATTACK AT A SLOW AIRSPEED. THE CHECK PLT TOOK CONTROL OF THE ACFT AND THE ACFT
SETTLED TO THE GROUND OFF THE RWY. THE ACFT STRUCK AN EMBANKMENT AND A DITCH. THE WIND CONDITIONS AT THE TIME OF LANDING
WERE GUSTY AND BLOWING AS A CROSSWIND IN RELATION TO THE LANDING RUNWAY.
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Brief of Accident (Continued)

File No. - 2771 6/10/84 PAYSON,AZ A/C Reg. No. N42FG Time (Lcl) - 0740 MST

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. TOUCH-AND-GO LANDING - ATTEMPTED - COPILOT
2. PROPER DESCENT RATE - NOT MAINTAINED - COPILOT
3. FLARE - MISJUDGED - COPILOT
4. RECOVERY FROM BOUNCED LANDING - IMPROPER - COPILOT
5. SUPERVISION - INADEQUATE - CHECK PILOT

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING

Finding(s)
6. ROTATION - PREMATURE - COPILOT
7. AIRSPEED - NOT ATTAINED - COPILOT
8. ALTITUDE - NOT ATTAINED - COPILOT
9. WEATHER CONDITION - UNFAVORABLE WIND
10. DIRECTIONAL CONTROL - NOT MAINTAINED - COPILOT
11. WEATHER CONDITION - GUSTS
12. REMEDIAL ACTION - DELAYED - CHECK PILOT
13. IMPROPER USE OF EQUIPMENT/AIRCRAFT,DIVERTED ATTENTION - CHECK PILOT
14. STALL/MUSH - INADVERTENT - CHECK PILOT

Occurrence #3 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING

Finding(s)
15. TERRAIN CONDITION - DIRT BANK
16. TERRAIN CONDITION - SNOW COVERED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,6,7,8,10,14

Factor(s) relating to this accident is/are finding(s) 1,5,12,13

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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  File No. - 2616       1/30/84    AVALON,CA                 A/C Reg. No. N44GA            Time (Lcl) - 1330 PST
---------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                         Injuries
                                                               DESTROYED                    Fatal   Serious   Minor    None
    Type of Operation         -BUSINESS                       Fire                   Crew     2       0         0        0
    Flight Conducted Under    -14 CFR 91                       ON GROUND             Pass     4       0         0        0
    Accident Occurred During  -LANDING
---------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - LEAR JET 24             Eng Make/Model -                          ELT Installed/Activated - NO -N/A
    Landing Gear   - TRICYCLE-RETRACTABLE    Number Engines -  2                          Stall Warning System - UNK/NR
    Max Gross Wt   -  13000                  Engine Type     - UNK/NR
    No. of Seats   -      7                  Rated Power     -    2850 LBS THRUST
---------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                            Itinerary                                Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING   Last Departure Point                   ON AIRPORT
      Method         - N/A                        SANTA ROSA,CA
      Completeness   - N/A                    Destination                         Airport Data
    Basic Weather    - VMC                        SAME AS ACC/INC                     CATALINA
      Wind Dir/Speed- 110/004 KTS                                                     Runway Ident     - 22
      Visibility     -  100.0   SM            ATC/Airspace                            Runway Lth/Wid   -  3240/  100
      Lowest Sky/Clouds  -    20000 FT SCATTERED  Type of Flight Plan - IFR           Runway Surface   - ASPHALT
      Lowest Ceiling          - NONE              Type of Clearance    - NONE         Runway Status    - DRY
      Obstructions to Vision- NONE                Type Apch/Lndg       - FULL STOP
      Precipitation           - NONE
      Condition of Light      - DAYLIGHT
---------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                         Age -     37            Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)               Biennial Flight Review                  Flight Time (Hours)
        COMMERCIAL,ATP,CFI                      Current         - YES        Total      -   8000        Last 24 Hrs -       1
        SE LAND,ME LAND,SE SEA                  Months Since    -  5         Make/Model-   1100         Last 30 Days-      29
                                                Aircraft Type - LEAR 24      Instrument- UNK/NR         Last 90 Days-      95
                                                                             Multi-Eng -   5300         Rotorcraft   - UNK/NR

        Instrument Rating(s)  - AIRPLANE
---------------------------------------------------------------------------------------------------------------------
----Narrative----
THE ACFT DEPARTED ON A SALES DEMO FLT TO MONTEREY, CA WITH POTENTIAL BUYERS ABOARD. EN ROUTE, THE DESTINATION WAS
CHANGED TO AVALON, CA. UNICOM ADVISED THE CREW OF THE WIND DIRECTION & SPEED ON DOWNWIND. WITNESSES REPORTED THE ACFT
WAS SLIGHTLY HI ON FINAL, BUT SAID THE PLT CORRECTED THE ANGLE OF DESCENT. THE ACFT TOUCHED DOWN APRX 500' DOWN THE
RWY, WHICH WAS CROWNED (SLOPED UPWARD FOR APRX THE 1ST 2000', THEN LEVELED OFF). THE CREW COULD NOT SEE THE END OF THE
RWY AT TOUCHDOWN. THE THRUST REVERSERS WERE DEPLOYED APRX 1000' AFTER TOUCHDOWN. WITNESSES HEARD THE ENG SOUND INCREASE,
THEN DECREASE, THEN INCREASE AGAIN AS THE ACFT WENT OFF THE RWY & OVER A 90' BLUFF. FIRE ERUPTED IMMEDIATELY. WITHIN 3
MIN, ARPT PSNL ARRIVED WITH FIREFIGHTING EQUIP, BUT THEY WERE NOT TRAINED AS FIREFIGHTERS & DID NOT TRY TO STOP THE FIRE
FOR FEAR OF AN EXPLOSION. NO EVIDENCE OF A MECHANICAL FAILURE/MALFUNCTION WAS FOUND. FOUND L FLAP EXTENDED, L SPOILER
RETRACTED & LOCKED. TIRE MARKS ON RWY. ESTIMATED GROSS WT: 11,500 LBS. COMPUTED LANDING DIST OVER A 50' OBSTCL: 3100'.
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Brief of Accident (Continued)

File No. - 2616 1/30/84 AVALON,CA A/C Reg. No. N44GA Time (Lcl) - 1330 PST

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)
1. UNDETERMINED
2. FLIGHT TO ALTERNATE DESTINATION - IMPROPER - PILOT IN COMMAND
3. IMPROPER DECISION,SELF-INDUCED PRESSURE - PILOT IN COMMAND
4. IMPROPER DECISION,PRESSURE INDUCED BY OTHERS - OTHER PERSONNEL
5. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - UPHILL
6. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - ROUGH/UNEVEN

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING

Finding(s)
7. TERRAIN CONDITION - MOUNTAINOUS/HILLY
8. TERRAIN CONDITION - DOWNHILL
9. AIRPORT FIRE/RESCUE SERVICE - INADEQUATE

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3,4,5,6,7,8,9

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                              National Transportation Safety Board
                                   Washington, D.C. 20594

                                      Brief of Accident

     File No. - 2752       5/28/84    PIRU,CA                  A/C Reg. No. N608BC          Time (Lcl) - 1500 PDT
--------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                       Injuries
                                                                SUBSTANTIAL                Fatal   Serious   Minor    None
     Type of Operation          -PERSONAL                      Fire                Crew      0        0        0        1
     Flight Conducted Under     -14 CFR 91                      NONE               Pass      0        0        0        0
     Accident Occurred During   -LANDING
--------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - AEROTEK PITTS SPECIAL S-1S     Eng Make/Model - LYCOMING AEIO-360-B4A    ELT Installed/Activated - NO -N/A
     Landing Gear   - TAILWHEEL-ALL FIXED            Number Engines -  1                           Stall Warning System - NO
     Max Gross Wt   -   1150                         Engine Type    - RECIP-FUEL INJECTED
     No. of Seats   -     1                          Rated Power    -     180 HP
--------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                  Itinerary                                  Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING      Last Departure Point                       OFF AIRPORT/STRIP
       Method         - N/A                          SANTA PAULA,CA
       Completeness   - N/A                       Destination                              Airport Data
     Basic Weather    - VMC                          LOCAL
       Wind Dir/Speed- 270/010 KTS                                                            Runway Ident     - N/A
       Visibility     -    30.0   SM             ATC/Airspace                                 Runway Lth/Wid   - N/A
       Lowest Sky/Clouds  -    CLEAR               Type of Flight Plan - NONE                 Runway Surface   - N/A
       Lowest Ceiling        - NONE                Type of Clearance   - NONE                 Runway Status    - N/A
       Obstructions to Vision- NONE                Type Apch/Lndg      - FORCED LANDING
       Precipitation         - NONE
       Condition of Light    - DAYLIGHT
--------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                          Age -     52              Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)                Biennial Flight Review                  Flight Time (Hours)
        ATP                                       Current          - YES      Total        -  13352        Last 24 Hrs -       1
        NONE                                      Months Since   -  5         Make/Model-     525        Last 30 Days-     66
                                                  Aircraft Type - DC-10       Instrument-    1025        Last 90 Days-    168
                                                                              Multi-Eng -  11470

        Instrument Rating(s)  - AIRPLANE
--------------------------------------------------------------------------------------------------------------------
----Narrative----
PLT WAS PERFORMING AEROBATIC MANUEVERS IN A DESIGNATED PRACTICE AREA AT AN ALTITUDE OF 2500 FT AGL. THE PLT STATED
THAT HE PERFORMED A "TAIL SLIDE" MANEUVER AND THE ENGINE STOPPED WHICH "IS A NORMAL ENGINE RESPONSE FOR THE
MANEUVER." THE PLT WAS UNABLE TO RESTART THE ENG AND MADE AN EMERGENCY LANDING IN DRY RIVERBED. DURING THE LANDING
ROLL THE ACFT STRUCK A DITCH AND NOSED OVER.

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Brief of Accident (Continued)

File No. - 2752 5/28/84 PIRU,CA A/C Reg. No. N608BC Time (Lcl) - 1500 PDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation MANEUVERING

Finding(s)
1. FLUID,FUEL - STARVATION
2. AEROBATICS - PERFORMED - PILOT IN COMMAND
3. EMERGENCY PROCEDURE - PERFORMED - PILOT IN COMMAND
4. STARTING PROCEDURE - ATTEMPTED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)
5. TERRAIN CONDITION - DITCH

Occurrence #4 NOSE OVER
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3,4

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                              National Transportation Safety Board
                                   Washington, D.C. 20594

                                      Brief of Accident

    File No. - 2755      5/28/84    BORON,CA                A/C Reg. No. N37V              Time (Lcl) - 1425 PDT
--------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                        Injuries
                                                               DESTROYED                   Fatal    Serious    Minor     None
    Type of Operation          -PERSONAL                      Fire               Crew       0         0          0         1
    Flight Conducted Under     -14 CFR 91                      NONE              Pass       0         0          0         0
    Accident Occurred During   -LANDING
--------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - EIRIAVION OY PIK 20D          Eng Make/Model - N/A               ELT Installed/Activated - NO -N/A
    Landing Gear   - HULL                          Number Engines - N/A                  Stall Warning System - NO
    Max Gross Wt   -     750                       Engine Type    - N/A
    No. of Seats   -       1                       Rated Power    - N/A
--------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                  Itinerary                             Airport Proximity
    Wx Briefing      - UNK/NR                      Last Departure Point                  OFF AIRPORT/STRIP
      Method         - UNK/NR                        CALIFORNIA CITY,CA
      Completeness   - UNK/NR                     Destination                          Airport Data
    Basic Weather    - VMC                           LOCAL                                BORAX
      Wind Dir/Speed- 100/010 KTS                                                         Runway Ident      - 08
      Visibility     -    40.0    SM              ATC/Airspace                            Runway Lth/Wid    -   2800/  100
      Lowest Sky/Clouds  -      5000 FT SCATTERED   Type of Flight Plan - NONE            Runway Surface    - ASPHALT
      Lowest Ceiling          - NONE                Type of Clearance   - VFR             Runway Status     - DRY
      Obstructions to Vision- NONE                  Type Apch/Lndg      - FORCED LANDING
      Precipitation           - NONE
      Condition of Light      - DAYLIGHT
--------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                          Age -      51            Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)                Biennial Flight Review                  Flight Time (Hours)
        PRIVATE                                  Current        - NO         Total        - UNK/NR         Last 24 Hrs - UNK/NR
        NONE                                     Months Since   - 13         Make/Model-      239          Last 30 Days- UNK/NR
                                                 Aircraft Type - UNK/NR      Instrument- UNK/NR            Last 90 Days- UNK/NR
                                                                             Multi-Eng - UNK/NR            Rotorcraft   - UNK/NR

        Instrument Rating(s)  - NONE
--------------------------------------------------------------------------------------------------------------------
----Narrative----
PLT STATED THAT WHILE SOARING A "HEAVY SINK" WAS ENCOUNTERED. HE ATTEMPTED TO REACH BORAX AIRPORT BUT WAS UNABLE
TO AND LANDED IN TERRAIN 1/4 MILE WEST OF THE AIRPORT. LANCASTER, CA, FSS STATED PILOT REPORTS OF "MODERATE
TURBULENCE" WERE RECEIVED THROUGHOUT THE DAY FOR THE ENTIRE AREA.

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rief of Accident (Continued)

File No. - 2755　　5/28/84　　BORON,CA　　A/C Reg. No. N37V　　Time (Lcl) - 1425 PDT

Occurrence #1　　IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation　　CRUISE

Finding(s)
1. WEATHER CONDITION - TURBULENCE
2. WEATHER CONDITION - DOWNDRAFT
3. PROPER ALTITUDE - NOT POSSIBLE - PILOT IN COMMAND

Occurrence #2　　FORCED LANDING
Phase of Operation　　DESCENT - EMERGENCY

Occurrence #3　　IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation　　LANDING

Finding(s)
4. TERRAIN CONDITION - HIGH VEGETATION

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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     File No. - 2756       5/29/84     ALAMEDA,CA                  A/C Reg. No. N9421U            Time (Lcl) - 1653 PDT
-------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)          Aircraft Damage                      Injuries
                                                                  SUBSTANTIAL                 Fatal   Serious    Minor    None
     Type of Operation          -INSTRUCTIONAL                   Fire              Crew       0        0          0        1
     Flight Conducted Under     -14 CFR 91                        NONE             Pass       0        0          0        0
     Accident Occurred During   -LANDING
-------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - CESSNA 150M                 Eng Make/Model - CONTINENTAL O-200-A       ELT Installed/Activated - YES/YES
     Landing Gear   - TRICYCLE-FIXED              Number Engines -  1                           Stall Warning System - YES
     Max Gross Wt        1600                     Engine Type     - RECIPROCATING-CARBURETOR
     No. of Seats   -       2                     Rated Power     -      100 HP
-------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                  Itinerary                                 Airport Proximity
     Wx Briefing       - NO RECORD OF BRIEFING     Last Departure Point                      OFF AIRPORT/STRIP
       Method          - N/A                         RED BLUFF,CA
       Completeness    - N/A                      Destination                             Airport Data
     Basic Weather     - VMC                         NAS ALAMEDA,CA                           NAS ALAMEDA
       Wind Dir/Speed- 260/012 KTS                                                            Runway Ident      - N/A
       Visibility     -     7.0   SM             ATC/Airspace                                 Runway Lth/Wid    - N/A
       Lowest Sky/Clouds  -     10000 FT SCATTERED Type of Flight Plan - VFR                  Runway Surface    - N/A
       Lowest Ceiling          - NONE              Type of Clearance    - VFR                 Runway Status     - N/A
       Obstructions to Vision- NONE                Type Apch/Lndg       - TRAFFIC PATTERN
       Precipitation           - NONE
       Condition of Light      - DAWN
-------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                          Age -      38              Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)                Biennial Flight Review                    Flight Time (Hours)
         STUDENT                                 Current        - N/A        Total       -      60        Last 24 Hrs - UNK/NR
                                                 Months Since   - N/A        Make/Model-        60        Last 30 Days-       4
                                                 Aircraft Type  - N/A        Instrument-         2        Last 90 Days-      11

         Instrument Rating(s)  - NONE
-------------------------------------------------------------------------------------------------------------------
----Narrative----
THE STUDENT PLT WAS ON A ROUND-ROBIN FLT WITH AN EN ROUTE STOP AT RED BLUFF, CA. HE CONTINUED TO STATE THAT "IN THE
EXCITEMENT OF DE-BRIEFING" AFTER LANDING AT RED BLUFF, THE ACFT WAS NOT REFUELED. TE PLT DEPARTED AND DID NOT
REALIZE HIS LOW FUEL SITUATION UNTIL HE ARRIVED IN THE VICINITY OF ALAMEDA, CA, (INTENDED DESTINATION). THE PLT
DECLARED AN EMERGENCY WITH THE TOWER AND SHORTLY THEREAFTER THE ENG QUIT. THE PLT MADE AN EMERGENCY LANDING APRX
2 MILES FROM THE ARPT AND THE ACFT NOSED OVER.
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Brief of Accident (Continued)

File No. - 2756   5/29/84   ALAMEDA,CA   A/C Reg. No. N9421U   Time (Lcl) - 1653 PDT

Occurrence #1   LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation   CRUISE

Finding(s)
1. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE,ANXIETY/APPRENHENSION - PILOT IN COMMAND
3. REFUELING - NOT PERFORMED - PILOT IN COMMAND
4. FUEL CONSUMPTION CALCULATIONS - NOT PERFORMED - PILOT IN COMMAND
5. FUEL SUPPLY - MISJUDGED - PILOT IN COMMAND
6. FLUID,FUEL - EXHAUSTION
7. EMERGENCY PROCEDURE - INITIATED - PILOT IN COMMAND
8. IMPROPER USE OF PROCEDURE,LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

Occurrence #2   FORCED LANDING
Phase of Operation   DESCENT - EMERGENCY

Occurrence #3   NOSE OVER
Phase of Operation   LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,5,8

Factor(s) relating to this accident is/are finding(s) 2,4,7

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                              National Transportation Safety Board
                                   Washington, D.C. 20594

                                      Brief of Accident

   File No. - 2770      6/09/84    KERNVILLE,CA              A/C Reg. No. N2650Q            Time (Lcl) - 1935 PDT
-------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)          Aircraft Damage                        Injuries
                                                                 SUBSTANTIAL                  Fatal    Serious    Minor     None
    Type of Operation          -PERSONAL                        Fire                   Crew     0         0         0         1
    Flight Conducted Under     -14 CFR 91                        NONE                  Pass     0         0         0         3
    Accident Occurred During   -TAKEOFF
-------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - PIPER PA-28R-201T            Eng Make/Model - CONTINENTAL TSIO-360-F    ELT Installed/Activated - YES/YES
    Landing Gear   - TRICYCLE-RETRACTABLE         Number Engines -  1                           Stall Warning System - YES
    Max Gross Wt   -    2150                      Engine Type     - TURBOPROP
    No. of Seats   -       4                      Rated Power     -     200 HP
-------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                 Itinerary                                 Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING     Last Departure Point                      ON AIRSTRIP
       Method         - N/A                         KERNVILLE,CA
       Completeness   - N/A                      Destination                             Airport Data
     Basic Weather    - VMC                         VAN NUYS,CA                              KERNVILLE
       Wind Dir/Speed- 300/009 KTS                                                           Runway Ident      - 17
       Visibility     -    20.0   SM            ATC/Airspace                                 Runway Lth/Wid    -  3500/   60
       Lowest Sky/Clouds  -    CLEAR              Type of Flight Plan - NONE                 Runway Surface    - ASPHALT
       Lowest Ceiling        - NONE               Type of Clearance   - NONE                 Runway Status     - DRY
       Obstructions to Vision- NONE               Type Apch/Lndg      - NONE
       Precipitation         - NONE
       Condition of Light    - DAYLIGHT
-------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                         Age -      31             Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
       Certificate(s)/Rating(s)               Biennial Flight Review                  Flight Time (Hours)
          PRIVATE,COMMERCIAL                     Current         - YES       Total       -    725        Last 24 Hrs - UNK/NR
          SE LAND                                Months Since  -  1          Make/Model-    500        Last 30 Days-      12
                                                 Aircraft Type - UNK/NR      Instrument-    131        Last 90 Days-      12


          Instrument Rating(s)  - AIRPLANE
-------------------------------------------------------------------------------------------------------------------
----Narrative----
PLT ATTEMPTED TO TAKEOFF WITH ACFT NEAR MAX GROSS WEIGHT. THE DENSITY ALT WAS CALCULATED TO BE 5000 FT. ACCORDING
TO THE PERFORMANCE CHARTS, THE ACFT WOULD HAVE USED APRX 5000 FT FOR TAKEOFF. THE DEPARTURE RUNWAY WAS
3500 FEET LONG. THE PLT ATTEMPTED TAKEOFF BUT ABORTED WHEN THE ACFT WOULD NOT FLY AT A ROTATION SPEED OF 70 KTS.
THE PLT USED MAX BRAKING BUT WAS UNABLE TO STOP THE ACFT BEFORE IT RAN OFF THE END OF THE RWY AND COLLIDED WITH AN
EMBANKMENT.

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Brief of Accident (Continued)

File No. - 2770 6/09/84 KERNVILLE,CA A/C Reg. No. N26500 Time (Lcl) - 1935 PDT

Occurrence #1 OVERRUN
Phase of Operation TAKEOFF

Finding(s)
1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. PERFORMANCE DATA - NOT USED - PILOT IN COMMAND
3. WEATHER CONDITION - HIGH DENSITY ALTITUDE
4. LIFT-OFF - NOT POSSIBLE - PILOT IN COMMAND
5. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation TAKEOFF

Finding(s)
6. TERRAIN CONDITION - DIRT BANK

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,5

Factor(s) relating to this accident is/are finding(s) 4,6

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                              National Transportation Safety Board
                                    Washington, D.C. 20594

                                       Brief of Accident

     File No. - 2664       8/20/84    LIVERMORE,CA              A/C Reg. No. N8530X           Time (Lcl) - 1809 PDT
-------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                      Injuries
                                                               SUBSTANTIAL                 Fatal   Serious   Minor   None
    Type of Operation          -PERSONAL                      Fire                  Crew     0        0        0       1
    Flight Conducted Under     -14 CFR 91                      NONE                 Pass     0        0        0       0
    Accident Occurred During   -LANDING
-------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model      - CESSNA P172D                Eng Make/Model - LYCOMING O-320-02J       ELT Installed/Activated - UNK/NR
    Landing Gear    - TRICYCLE-FIXED              Number Engines -  1                          Stall Warning System - YES
    Max Gross Wt    -    2500                     Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats    -       1                     Rated Power    -     160 HP
-------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                  Itinerary                              Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING      Last Departure Point                   ON AIRPORT
      Method         - N/A                          LIVERMORE,CA
      Completeness   - N/A                       Destination                           Airport Data
    Basic Weather    - VMC                          LOCAL                                LIVERMORE MUNICIPAL
      Wind Dir/Speed- CALM                                                               Runway Ident      - 25
      Visibility     -    10.0   SM             ATC/Airspace                             Runway Lth/Wid    -  4000/   100
      Lowest Sky/Clouds  -     CLEAR              Type of Flight Plan - NONE             Runway Surface    - ASPHALT
      Lowest Ceiling         - NONE               Type of Clearance   - NONE             Runway Status     - DRY
      Obstructions to Vision- NONE                Type Apch/Lndg      - TRAFFIC PATTERN
      Precipitation          - NONE
      Condition of Light     - DAYLIGHT
-------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                             Age -     50          Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)                   Biennial Flight Review                 Flight Time (Hours)
         PRIVATE                                    Current        - UNK/NR     Total       - UNK/NR       Last 24 Hrs - UNK/NR
         SE LAND                                    Months Since   - UNK/NR     Make/Model- UNK/NR         Last 30 Days- UNK/NR
                                                    Aircraft Type  - UNK/NR     Instrument- UNK/NR         Last 90 Days- UNK/NR
                                                                                Multi-Eng - UNK/NR         Rotorcraft  - UNK/NR

         Instrument Rating(s)  - NONE
-------------------------------------------------------------------------------------------------------------------
----Narrative----
ACCORDING TO THE PLT, THE ACFT LANDED HARD AND PORPOISED SEVERAL TIMES BEFORE THE LANDING WAS ABORTED. THE SECOND
LANDING WAS UNEVENTFUL. SUBSEQUENT INSPECTION OF THE ACFT REVEALED THAT BOTH WINGS AND THE FUSELAGE WERE BUCKLED AND
THE LOWER ENGINE MOUNTS WERE FRACTURED.

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Brief of Accident (Continued)

File No. - 2664 8/20/84 LIVERMORE,CA A/C Reg. No. N8530X Time (Lcl) - 1809 PDT

Occurrence HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. FLARE - IMPROPER - PILOT IN COMMAND
2. PROPER DESCENT RATE - EXCEEDED - PILOT IN COMMAND
3. ABORTED LANDING - PERFORMED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Brief of Accident

File No. - 2740 8/22/84 VISTA,CA A/C Reg. No. N8451V Time (Lcl) - 2204 PDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -CLIMB

Aircraft Damage
DESTROYED
Fire
ON GROUND

	Injuries Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	2	0	0	0

----Aircraft Information----

Make/Model - PIPER PA-28-161
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2150
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-D3G
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - IMC
Wind Dir/Speed- 200/002 KTS
Visibility - 4.000 SM
Lowest Sky/Clouds - PART OBS
Lowest Ceiling - BROKEN
Obstructions to Vision- FOG
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary
Last Departure Point
OCEANSIDE,CA
Destination
HEMET,CA

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 30
Biennial Flight Review
Current - YES
Months Since - 10
Aircraft Type - PA-28

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - UNK/NR
Make/Model- UNK/NR
Instrument- UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

----Narrative----

ACCORDING TO A STATEMENT FROM THE PASSENGER WHO INITIALLY SURVIVED, THE ACFT ENCOUNTERED FOG SHORTLY AFTER TAKEOFF AND THE PLT WAS ATTEMPTING TO HEAD INLAND TO GET OUT OF THE FOG BY REFERENCE TO STREET LIGHTS. SHORTLY THEREAFTER, WHILE IN A CLIMB, GROUND REFERENCE WAS LOST, FOLLOWED BY COLLISION WITH RISING TERRAIN.

File No. - 2740   8/22/84   VISTA,CA   A/C Reg. No. N8451V   Time (Lcl) - 2204 PDT

Occurrence #1   IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation   CLIMB - TO CRUISE

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. PREFLIGHT BRIEFING SERVICE - NOT OBTAINED - PILOT IN COMMAND
3. VFR FLIGHT INTO IMC - INADVERTENT - PILOT IN COMMAND
4. WEATHER CONDITION - LOW CEILING
5. WEATHER CONDITION - FOG
6. LIGHT CONDITION - DARK NIGHT

Occurrence #2   IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation   CLIMB - TO CRUISE

Finding(s)

7. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
8. TERRAIN CONDITION - MOUNTAINOUS/HILLY

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,7

Factor(s) relating to this accident is/are finding(s) 1,2,4,5,6,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2749 8/26/84 TRUCKEE,CA A/C Reg. No. N3573X Time (Lcl) - 1530 PDT

----Basic Information----

Type Operating Certificate-ON-DEMAND AIR TAXI
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1

----Aircraft Information----

Make/Model - PIPER PA-28-161
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2325
No. of Seats - 4

Eng Make/Model - LYCOMING O-320
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 190/012 KTS
Visibility - 30.0 SM
Lowest Sky/Clouds - SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
ELKO,NV

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data
TRUCKEE-TAHOE
Runway Ident - 19
Runway Lth/Wid - 3700/ 60
Runway Surface - ASPHALT
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 26
Biennial Flight Review
Current - YES
Months Since - 11
Aircraft Type - PA-28

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)			
Total -	111	Last 24 Hrs -	0
Make/Model-	87	Last 30 Days-	3
Instrument-	2	Last 90 Days-	19

Instrument Rating(s) - NONE

----Narrative----

THE PLT STATED THAT SHE ROTATED THE ACFT AT 65 KTS AND THE ACFT LIFTED OFF AT 70 KTS. SHORTLY AFTER LIFTOFF THE ACFT VEERED TO THE LEFT AND THE STALL WARNING HORN ACTIVATED. THE PLT LOWERED THE PITCH ATTITUDE, THE ACFT BEGAN TO SETTLE AND THE RIGHT MAIN LANDING GEAR STRUCK A TREE STUMP. THE DENSITY ALTITUDE WAS COMPUTED TO BE 8200 FEET. THE ACFT WEIGHT WAS CALCULATED TO BE APPROXIMATELY 383 LBS BELOW MAX GROSS WEIGHT.

File No. - 2749 8/26/84 TRUCKEE,CA A/C Reg. No. N3573X Time (Lcl) - 1530 PDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. PLANNING-DECISION - INADEQUATE - PILOT IN COMMAND
2. ROTATION - PREMATURE - PILOT IN COMMAND
3. AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND
4. WEATHER CONDITION - HIGH DENSITY ALTITUDE
5. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)
6. OBJECT - TREE(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4,5

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                              National Transportation Safety Board
                                   Washington, D.C. 20594

                                      Brief of Accident

     File No. - 2662      9/02/84    SAN JOSE,CA               A/C Reg. No. N29484            Time (Lcl) - 1731 PDT
---------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)      Aircraft Damage                           Injuries
                                                             SUBSTANTIAL                  Fatal   Serious   Minor     None
    Type of Operation          -MAINT TEST                  Fire                 Crew     0        0        0         1
    Flight Conducted Under     -14 CFR 91                    NONE                Pass     0        0        0         1
    Accident Occurred During   -APPROACH
---------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - PIPER PA-28-161              Eng Make/Model - LYCOMING O-320-D3G        ELT Installed/Activated - YES/YES
    Landing Gear   - TRICYCLE-FIXED               Number Engines -  1                           Stall Warning System - YES
    Max Gross Wt   -    2325                      Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats   -       4                      Rated Power    -     160 HP
---------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                   Itinerary                                Airport Proximity
    Wx Briefing        - NO RECORD OF BRIEFING     Last Departure Point                     ON AIRPORT
      Method           - N/A                         SAN JOSE,CA
      Completeness     - N/A                      Destination                            Airport Data
    Basic Weather      - VMC                         LOCAL                                  REID-HILLVIEW
      Wind Dir/Speed- 310/008 KTS                                                           Runway Ident     - 31
      Visibility     -    40.0    SM              ATC/Airspace                              Runway Lth/Wid   -  3000/    75
      Lowest Sky/Clouds  -     CLEAR                Type of Flight Plan - NONE              Runway Surface   - CONCRETE
      Lowest Ceiling         - NONE                 Type of Clearance   - VFR               Runway Status    - ICE COVERED
      Obstructions to Vision- NONE                  Type Apch/Lndg      - TRAFFIC PATTERN
      Precipitation          - NONE                                       FORCED LANDING
      Condition of Light     - DAYLIGHT
---------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                          Age -      62          Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
       Certificate(s)/Rating(s)                Biennial Flight Review                 Flight Time (Hours)
          COMMERCIAL,CFI                          Current        - YES       Total      -    3798        Last 24 Hrs -       1
          SE LAND,ME LAND                         Months Since   - 13        Make/Model-       23        Last 30 Days-      10
                                                  Aircraft Type  - UNK/NR    Instrument-       25        Last 90 Days-      34
                                                                             Multi-Eng -      750

          Instrument Rating(s)  - NONE
---------------------------------------------------------------------------------------------------------------------
----Narrative----
AT 100 TO 150 FT AGL ENG RPM DECREASED TO ABOUT 1,500. A TURN BACK TO THE ARPT WAS INITIATED. ON SHORT FINAL THE
LEFT WINGTIP STRUCK A FENCE CAUSING THE ACFT TO CARTWHEEL TO A STOP ON ARPT PROPERTY. ENG EXAM REVEALED THAT THE
#2 CYL WAS DEVELOPING NO COMPRESSION DUE TO A WARPED INTAKE VALVE.
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Brief of Accident (Continued)

File No. - 2662 9/02/84 SAN JOSE,CA A/C Reg. No. N29484 Time (Lcl) - 1731 PDT

Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. ENGINE ASSEMBLY,VALVE - LEAK
2. ENGINE ASSEMBLY,CYLINDER - LOW COMPRESSION
3. EMERGENCY PROCEDURE - ATTEMPTED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
4. OBJECT - FENCE

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

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                         National Transportation Safety Board
                               Washington, D.C. 20594

                                  Brief of Accident

    File No. - 2663      9/03/84    VAN NUYS,CA            A/C Reg. No. N3673L           Time (Lcl) - 1832 PDT
-------------------------------------------------------------------------------------------------------------------
----Basic Information----
      Type Operating Certificate-ON-DEMAND AIR TAXI       Aircraft Damage                             Injuries
                                                           SUBSTANTIAL                Fatal   Serious   Minor     None
      Type of Operation         -INSTRUCTIONAL            Fire               Crew       0        0        0         2
      Flight Conducted Under    -14 CFR 91                 NONE              Pass       0        0        0         0
      Accident Occurred During  -LANDING
-------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
      Make/Model     - GREAT LAKES 2T-1A-2          Eng Make/Model - LYCOMING AEIO-360        ELT Installed/Activated - YES/YES
      Landing Gear   - TAILWHEEL-ALL FIXED          Number Engines -  1                          Stall Warning System - NO
      Max Gross Wt   -    1580                      Engine Type     - RECIP-FUEL INJECTED
      No. of Seats   -       2                      Rated Power     -      160 HP
-------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                                 Itinerary                                 Airport Proximity
      Wx Briefing       - NO RECORD OF BRIEFING    Last Departure Point                      ON AIRPORT
        Method          - N/A                        SANTA MONICA,CA
        Completeness    - N/A                     Destination                              Airport Data
      Basic Weather     - VMC                        VAN NUYS,CA                              VAN NUYS
        Wind Dir/Speed- 300/010 KTS                                                        Runway Ident     - 34R
        Visibility     -    25.0    SM            ATC/Airspace                              Runway Lth/Wid   -  4000/    75
        Lowest Sky/Clouds  -     CLEAR              Type of Flight Plan - NONE               Runway Surface   - ASPHALT
        Lowest Ceiling         - NONE               Type of Clearance   - NONE               Runway Status    - DRY
        Obstructions to Vision- NONE                Type Apch/Lndg      - TRAFFIC PATTERN
        Precipitation          - NONE
        Condition of Light     - DAYLIGHT
-------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                       Age -      22             Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
       Certificate(s)/Rating(s)             Biennial Flight Review                    Flight Time (Hours)
         COMMERCIAL,CFI                       Current        - YES         Total        -   1047       Last 24 Hrs -       6
          SE LAND,ME LAND                     Months Since   -  6          Make/Model-       35        Last 30 Days- UNK/NR
                                              Aircraft Type - UNK/NR       Instrument-       79        Last 90 Days-     317
                                                                           Multi-Eng -      128

          Instrument Rating(s)  - AIRPLANE
-------------------------------------------------------------------------------------------------------------------
----Narrative----
DURING THE THIRD TOUCH & GO LANDING THE CERTIFICATED PLT RECEIVING DUAL INSTRUCTION WAS AT THE CONTROLS WHEN
DIRECTIONAL CONTROL WAS TEMPORARILY LOST. THE CFI IN THE FRONT COCKPIT REGAINED CONTROL. SHORTLY THEREAFTER THE
PLT UNDER INSTRUCTION APPLIED HEAVY BRAKING CAUSING THE ACFT TO NOSE OVER COMING TO REST INVERTED.
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File No. - 2663 9/03/84 VAN NUYS,CA A/C Reg. No. N3673L Time (Lcl) - 1832 PDT

Occurrence NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)
1. DIRECTIONAL CONTROL - NOT MAINTAINED - DUAL STUDENT
2. REMEDIAL ACTION - PERFORMED - PILOT IN COMMAND(CFI)
3. ICE/FROST REMOVAL FROM AIRCRAFT - EXCESSIVE - DUAL STUDENT
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF RECENT EXPERIENCE IN TYPE OF AIRCRAFT - DUAL STUDENT
5. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3

Factor(s) relating to this accident is/are finding(s) 5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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File No. - 2660      11/09/84    INVERNESS,CA              A/C Reg. No. N2917W          Time (Lcl) - 1600 PST
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----Basic Information----
   Type Operating Certificate-NONE (GENERAL AVIATION)    Aircraft Damage                     Injuries
                                                          SUBSTANTIAL              Fatal   Serious   Minor    None
   Type of Operation         -AERIAL OBSERVATION         Fire               Crew     0        0        0        1
   Flight Conducted Under    -14 CFR 91                   NONE              Pass     0        0        0        3
   Accident Occurred During  -LANDING
------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
   Make/Model    - BELL 206B            Eng Make/Model - ALLISON 250-C20      ELT Installed/Activated - YES/NO
   Landing Gear  - SKID                 Number Engines -  1                     Stall Warning System - NO
   Max Gross Wt  -    3200              Engine Type     - TURBOSHAFT
   No. of Seats  -       5              Rated Power     -     317 HP
------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                          Itinerary                             Airport Proximity
   Wx Briefing      - NO RECORD OF BRIEFING   Last Departure Point               OFF AIRPORT/STRIP
     Method         - N/A                       INVERNESS,CA
     Completeness   - N/A                     Destination                      Airport Data
   Basic Weather    - VMC                       LOCAL
     Wind Dir/Speed- 225/007 KTS                                                Runway Ident     - N/A
     Visibility    -    30.0   SM            ATC/Airspace                       Runway Lth/Wid   - N/A
     Lowest Sky/Clouds  -      CLEAR          Type of Flight Plan - NONE        Runway Surface   - N/A
     Lowest Ceiling        - NONE             Type of Clearance   - NONE        Runway Status    - N/A
     Obstructions to Vision- NONE             Type Apch/Lndg      - PRECAUTIONARY LANDING
     Precipitation         - NONE
     Condition of Light    - DAYLIGHT
------------------------------------------------------------------------------------------------------------------
----Personnel Information----
  Pilot-In-Command                   Age -     39            Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
    Certificate(s)/Rating(s)         Biennial Flight Review            Flight Time (Hours)
       COMMERCIAL                      Current        - YES      Total      -   6021       Last 24 Hrs -       7
       NONE                            Months Since   -  9       Make/Model-   2855       Last 30 Days- UNK/NR
       HELICOPTER                      Aircraft Type - UNK/NR    Instrument-    453       Last 90 Days-     240
                                                                                         Rotorcraft   -   6021

       Instrument Rating(s)   - HELICOPTER
------------------------------------------------------------------------------------------------------------------
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----Narrative----
AN AUTOROTATION WAS INITIATED AT ABOUT 300 FT AS ENG AND ROTOR RPM BEGAN TO DECREASE. TOUCHDOWN OCCURRED IN SOFT SAND WITH SOME FORWARD MOTION. FULL AFT CYCLIC WAS APPLIED CAUSING THE MAIN ROTOR TO CONTACT THE TAILBOOM. EXAM OF THE ACFT FUEL SYSTEM REVEALED APRX 2/3 QUART OF WATER IN THE FUEL FILTER AND A SUBSTANTIAL AMOUNT OF WATER IN THE FUEL PUMP. ABOUT 1/2 GAL OF WATER WAS CONTAINED IN THE FUEL DRUM FROM WHCH THE HELICOPTER HAD JUST BEEN SERVICED.

Brief of Accident (Continued)

File No. - 2660 11/09/84 INVERNESS,CA A/C Reg. No. N2917W Time (Lcl) - 1600 PST

Occurrence #1 LOSS OF POWER(PARTIAL) - NON-MECHANICAL
Phase of Operation CLIMB

Finding(s)
1. FLUID,FUEL - WATER
2. FLUID,FUEL - CONTAMINATION
3. MAINTENANCE,SERVICE OF AIRCRAFT - IMPROPER - OTHER MAINTENANCE PSNL

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)
4. AUTOROTATION - PERFORMED - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
5. TERRAIN CONDITION - SOFT
6. REMEDIAL ACTION - ATTEMPTED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

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                         National Transportation Safety Board
                              Washington, D.C. 20594

                                 Brief of Accident

   File No. - 2661      11/17/84    OJAI,CA              A/C Reg. No. N704ZC          Time (Lcl) - 1530 PST
-----------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)      Aircraft Damage                    Injuries
                                                             SUBSTANTIAL             Fatal   Serious   Minor    None
    Type of Operation          -PERSONAL                    Fire               Crew     0        0        0       1
    Flight Conducted Under     -14 CFR 91                    NONE              Pass     0        0        0       0
    Accident Occurred During   -MANEUVERING
-----------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model      - CESSNA 150M              Eng Make/Model - CONTINENTAL O-200-A      ELT Installed/Activated - UNK/NR
    Landing Gear    - TRICYCLE-FIXED           Number Engines -  1                         Stall Warning System - YES
    Max Gross Wt    -    1600                  Engine Type     - RECIPROCATING-CARBURETOR
    No. of Seats    -       2                  Rated Power     -      100 HP
-----------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                   Itinerary                                 Airport Proximity
    Wx Briefing       - NO RECORD OF BRIEFING      Last Departure Point                      OFF AIRPORT/STRIP
      Method          - N/A                          SANTA PAULA,CA
      Completeness    - N/A                       Destination                             Airport Data
    Basic Weather     - VMC                          LOCAL
      Wind Dir/Speed- 270/005 KTS                                                            Runway Ident      - N/A
      Visibility      - UNK/NR                   ATC/Airspace                                Runway Lth/Wid    - N/A
      Lowest Sky/Clouds   -    CLEAR               Type of Flight Plan - NONE                Runway Surface    - N/A
      Lowest Ceiling      -    NONE                Type of Clearance   - NONE                Runway Status     - N/A
      Obstructions to Vision-  NONE                Type Apch/Lndg      - SIMULATED FORCED LANDING
      Precipitation       -    NONE
      Condition of Light  -    DAYLIGHT
-----------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                       Age -      26           Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)             Biennial Flight Review               Flight Time (Hours)
        PRIVATE                              Current      - YES      Total       -    252       Last 24 Hrs  -     2
        SE LAND                              Months Since - 14       Make/Model-      133       Last 30 Days-     15
                                             Aircraft Type - C-150   Instrument-       20       Last 90 Days-     25

        Instrument Rating(s)  - UNK/NR
-----------------------------------------------------------------------------------------------------------
----Narrative----
WHILE SIMULATING EMERG PROCEDURES THE PLT ADDED POWER AND BEGAN A 180 DEG TURN TO AVOID COLLIDING WITH TREES. DURING
THE TURN THE RIGHT WING TIP STRUCK THE RISING TERRAIN CAUSING THE ACFT TO CARTWHEEL TO THE GROUND INVERTED.
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File No. - 2661 11/17/84 OJAI,CA A/C Reg. No. N704ZC Time (Lcl) - 1530 PST

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)
1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. EMERGENCY PROCEDURE - SIMULATED - PILOT IN COMMAND
3. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
4. TERRAIN CONDITION - RISING

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

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                               National Transportation Safety Board
                                    Washington, D.C. 20594

                                       Brief of Accident

     File No. - 2659      11/19/84    TULELAKE,CA               A/C Reg. No. N5689K          Time (Lcl) - 1300 PST
-------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)          Aircraft Damage                    Injuries
                                                                  SUBSTANTIAL                Fatal   Serious   Minor   None
     Type of Operation         -BUSINESS                         Fire                 Crew     0        0        0       1
     Flight Conducted Under    -14 CFR 91                         NONE                Pass     0        0        0       0
     Accident Occurred During  -LANDING
-------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model      - MOONEY M20J                 Eng Make/Model - LYCOMING IO-360-AB36D     ELT Installed/Activated - YES/NO
     Landing Gear    - TRICYCLE-RETRACTABLE        Number Engines -  1                          Stall Warning System - YES
     Max Gross Wt    -    2740                     Engine Type    - RECIP-FUEL INJECTED
     No. of Seats    -      4                      Rated Power    -      200 HP
-------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                  Itinerary                             Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING      Last Departure Point                  OFF AIRPORT/STRIP
       Method         - N/A                          SACRAMENTO,CA
       Completeness   - N/A                        Destination                         Airport Data
     Basic Weather    - VMC                          SAME AS ACC/INC
       Wind Dir/Speed- CALM                                                               Runway Ident      - N/A
       Visibility     -    50.0    SM              ATC/Airspace                           Runway Lth/Wid    - N/A
       Lowest Sky/Clouds  -     CLEAR                Type of Flight Plan - VFR           Runway Surface    - N/A
       Lowest Ceiling          - NONE                Type of Clearance   - NONE          Runway Status     - N/A
       Obstructions to Vision- NONE                  Type Apch/Lndg      - TOUCH AND GO
       Precipitation           - NONE
       Condition of Light      - DAYLIGHT
-------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                        Age -     29          Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)              Biennial Flight Review                Flight Time (Hours)
         PRIVATE                               Current        - UNK/NR    Total        -    84      Last 24 Hrs -      2
         SE LAND                               Months Since   - UNK/NR    Make/Model-      4      Last 30 Days- UNK/NR
                                               Aircraft Type  - UNK/NR    Instrument-      0      Last 90 Days-     47


        Instrument Rating(s)  - NONE
-------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT STATED THAT HE WAS CONDUCTING TOUCH AND GO LANDINGS ON A ROAD WHEN THE LEFT WING STRUCK A 4X4 IN WOODEN
SPEED LIMIT SIGN POST.
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Brief of Accident (Continued)

File No. - 2659   11/19/84   TULELAKE,CA   A/C Reg. No. N5689K   Time (Lcl) - 1300 PST

Occurrence   ON GROUND COLLISION WITH OBJECT
Phase of Operation   LANDING - ROLL

Finding(s)
1. JUDGEMENT - POOR - PILOT IN COMMAND
2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
3. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

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                              National Transportation Safety Board
                                   Washington, D.C. 20594

                                      Brief of Accident

   File No. - 2657      12/03/84    LANCASTER,CA            A/C Reg. No. N7606P            Time (Lcl) - 1645 PST
-------------------------------------------------------------------------------------------------------------------
----Basic Information----
   Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                        Injuries
                                                              SUBSTANTIAL                   Fatal   Serious   Minor    None
   Type of Operation         -PERSONAL                       Fire                   Crew     0        0        0        1
   Flight Conducted Under    -14 CFR 91                       NONE                  Pass     0        0        0        2
   Accident Occurred During  -LANDING
-------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
   Make/Model     - CESSNA P210N             Eng Make/Model - CONTINENTAL TSIO-520-P    ELT Installed/Activated - YES-UNK/NR
   Landing Gear   - TRICYCLE-RETRACTABLE     Number Engines -  1                             Stall Warning System - YES
   Max Gross Wt   -    3400                  Engine Type    - RECIP-FUEL INJECTED
   No. of Seats   -       6                  Rated Power    -     310 HP
-------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                               Itinerary                                  Airport Proximity
   Wx Briefing      - FSS                      Last Departure Point                       OFF AIRPORT/STRIP
     Method         - TELEPHONE                  FIREBAUGHT,CA
     Completeness   - UNK/NR                  Destination                              Airport Data
   Basic Weather    - VMC                        EL MONTE,CA                              GEN WM. J. FOX
     Wind Dir/Speed- 040/005 KTS                                                          Runway Ident     - N/A
     Visibility     -    15.0   SM            ATC/Airspace                                Runway Lth/Wid   -   5001/   150
     Lowest Sky/Clouds  -       3000 FT         Type of Flight Plan - IFR                 Runway Surface   - N/A
     Lowest Ceiling     -       3000 FT BROKEN  Type of Clearance   - VFR                 Runway Status    - N/A
     Obstructions to Vision- NONE               Type Apch/Lndg      - TRAFFIC PATTERN
     Precipitation         - NONE                                     FORCED LANDING
     Condition of Light    - DUSK
-------------------------------------------------------------------------------------------------------------------
----Personnel Information----
  Pilot-In-Command                        Age -      53           Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
    Certificate(s)/Rating(s)              Biennial Flight Review                Flight Time (Hours)
       PRIVATE                               Current       - YES       Total       -     760        Last 24 Hrs -       3
       SE LAND                               Months Since  - 12        Make/Model-       89         Last 30 Days-       9
                                             Aircraft Type - C-172     Instrument-      115         Last 90 Days-      47

       Instrument Rating(s)  - AIRPLANE
-------------------------------------------------------------------------------------------------------------------
----Narrative----
PLT ELECTED TO MAKE A PRECAUTIONARY LANDING AT LANCASTER DUE TO A LOW FUEL STATE. ENG QUIT WHILE ON DOWNWIND IN TRAFFIC
PATTERN. UNABLE TO MAKE IT TO THE RWY, AN OFF ARPT LANDING WAS MADE DURING WHICH THE ACFT WAS DAMAGED.
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File No. - 2657   12/03/84   LANCASTER,CA   A/C Reg. No. N7606P   Time (Lcl) - 1645 PST

Occurrence #1   LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation   APPROACH - VFR PATTERN - DOWNWIND

Finding(s)

1. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
2. FUEL CONSUMPTION CALCULATIONS - MISJUDGED - PILOT IN COMMAND
3. PRECAUTIONARY LANDING - INITIATED - PILOT IN COMMAND
4. FLUID,FUEL - EXHAUSTION

Occurrence #2   FORCED LANDING
Phase of Operation   DESCENT - EMERGENCY

Occurrence #3   ON GROUND COLLISION WITH TERRAIN
Phase of Operation   LANDING - FLARE/TOUCHDOWN

Finding(s)

5. TERRAIN CONDITION - ROUGH/UNEVEN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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   File No. - 2723      12/12/84    GORMAN,CA                A/C Reg. No. N26131            Time (Lcl) - 1821 PST
-------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)      Aircraft Damage                           Injuries
                                                             DESTROYED                      Fatal   Serious   Minor    None
    Type of Operation          -PERSONAL                    Fire                    Crew      1        0        0        0
    Flight Conducted Under     -14 CFR 91                    NONE                   Pass      1        0        0        0
    Accident Occurred During   -CRUISE
-------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - GRUMMAN AMERICAN AA-5A        Eng Make/Model  - LYCOMING O-320-E26        ELT Installed/Activated - YES/NO
    Landing Gear   - TRICYCLE-FIXED                Number Engines  -  1                            Stall Warning System - YES
    Max Gross Wt   -    2200                       Engine Type     - RECIPROCATING-CARBURETOR
    No. of Seats   -       4                       Rated Power     -      150 HP
-------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                  Itinerary                                  Airport Proximity
     Wx Briefing      - FSS                        Last Departure Point                       OFF AIRPORT/STRIP
       Method         - TELEPHONE                    YUMA,AZ
       Completeness   - FULL                        Destination                             Airport Data
     Basic Weather    - VMC                           LEMOORE NAS,CA
       Wind Dir/Speed- UNK/NR                                                                 Runway Ident     - N/A
       Visibility     -     15.0    SM           ATC/Airspace                                 Runway Lth/Wid   - N/A
       Lowest Sky/Clouds  -     7000 FT SCATTERED  Type of Flight Plan - NONE                Runway Surface   - N/A
       Lowest Ceiling         - NONE               Type of Clearance   - NONE                Runway Status    - N/A
       Obstructions to Vision- NONE                Type Apch/Lndg      - NONE
       Precipitation          - RAIN
       Condition of Light     - NIGHT(DARK)
-------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                          Age -     30             Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
       Certificate(s)/Rating(s)                Biennial Flight Review                  Flight Time (Hours)
          COMMERCIAL                              Current        - YES      Total       -    1896        Last 24 Hrs -      2
          SE LAND                                 Months Since   - 19       Make/Model -     117        Last 30 Days-     18
                                                  Aircraft Type - UNK/NR    Instrument-     310        Last 90 Days-     56
                                                                            Multi-Eng  -       4

          Instrument Rating(s)  - AIRPLANE
-------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT WAS ON A NIGHT X-COUNTRY FLT. WHEN THE ACFT DID NOT ARRIVE AT ITS DESTINATION, A SEARCH WAS INITIATED.
ON 12/12/84, THE PLANE WAS FOUND WHERE IT HAD IMPACTED AN AREA OF RISING TERRAIN WHILE APPROACHING THE TEHACHAPI
MOUNTAINS. IMPACT OCCURRED ON A RELATIVELY FLAT AREA AT AN ELEVATION OF 4250 FT WHILE THE ACFT WAS IN A WINGS LEVEL,
TAIL LOW ATTITUDE & ON A HEADING OF 336 DEG. FROM 1/2 TO 2 MI WEST OF THE ACCIDENT SITE, THE TERRAIN ROSE RAPIDLY
TO 6700 FT. THE AREA WINDS ALOFT AT 9000 & 12,000 FT WERE FORECAST TO BE FROM 333 DEG AT 45 KTS & 320 DEG AT 54 KTS,
RESPECTIVELY. NO EVIDENCE OF A PREIMPACT MECHANICAL MALFUNCTION OR FAILURE WAS FOUND.
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Brief of Accident (Continued)

File No. - 2723 12/12/84 GORMAN,CA A/C Reg. No. N26131 Time (Lcl) - 1821 PST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)
1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. LIGHT CONDITION - NIGHT
3. TERRAIN CONDITION - MOUNTAINOUS/HILLY
4. WEATHER CONDITION - UNFAVORABLE WIND
5. WEATHER CONDITION - HIGH WIND
6. WEATHER CONDITION - MOUNTAIN WAVE
7. WEATHER CONDITION - DOWNDRAFT

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT

Finding(s)
8. TERRAIN CONDITION - ROUGH/UNEVEN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3,4,5,6,7,8

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                         National Transportation Safety Board
                               Washington, D.C. 20594

                                  Brief of Accident

    File No. - 2724       6/26/84    RED FEATHER LAK,CO        A/C Reg. No. N5096R          Time (Lcl) - 1416 MDT
------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                       Injuries
                                                                DESTROYED                    Fatal   Serious   Minor     None
     Type of Operation          -PERSONAL                      Fire                  Crew     1        0        0         0
     Flight Conducted Under     -14 CFR 91                      ON GROUND            Pass     2        0        0         0
     Accident Occurred During   -TAKEOFF
------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - CESSNA 172RG                Eng Make/Model - LYCOMING O-360-F1A6      ELT Installed/Activated - YES/NO
     Landing Gear   - TRICYCLE-RETRACTABLE        Number Engines -  1                          Stall Warning System - YES
     Max Gross Wt   -    2658                     Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats   -       4                     Rated Power    -     180 HP
------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                  Itinerary                                Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING       Last Departure Point                     OFF AIRPORT/STRIP
       Method         - N/A                           RD FTHRS LAKE/C,CO
       Completeness   - N/A                        Destination                           Airport Data
     Basic Weather    - VMC                           GREELEY,CO
       Wind Dir/Speed- 315/008 KTS                                                          Runway Ident     - N/A
       Visibility     -    15.0    SM             ATC/Airspace                              Runway Lth/Wid   - N/A
       Lowest Sky/Clouds  -     CLEAR               Type of Flight Plan - NONE              Runway Surface   - N/A
       Lowest Ceiling         - NONE                Type of Clearance   - NONE              Runway Status    - N/A
       Obstructions to Vision- NONE                 Type Apch/Lndg      - NONE
       Precipitation          - NONE
       Condition of Light     - DAYLIGHT
------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                          Age -      23           Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)                Biennial Flight Review              Flight Time (Hours)
        COMMERCIAL                               Current        - YES    Total       -    524      Last 24 Hrs - UNK/NR
        SE LAND                                  Months Since  - 21      Make/Model-      17      Last 30 Days- UNK/NR
                                                 Aircraft Type - UNK/NR  Instrument-      42      Last 90 Days-     17
                                                                         Multi-Eng -       9

        Instrument Rating(s)  - AIRPLANE
------------------------------------------------------------------------------------------------------------------
----Narrative----
ACFT DEPARTED DOWNWIND INTO RISING TERRAIN WITH DENSITY ALTITUDE CALCULATED TO BE 10,935 FT. ACFT WAS OBSERVED
TO MUSH INTO RISING TERRAIN 300 FT HIGHER THAN AND 3 MI WEST OF THE RWY.
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File No. - 2724   6/26/84   RED FEATHER LAK,CO   A/C Reg. No. N5096R   Time (Lcl) - 1416 MDT

Occurrence   IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation   TAKEOFF - INITIAL CLIMB

Finding(s)
1. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
2. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
3. WEATHER CONDITION - HIGH DENSITY ALTITUDE
4. PROPER CLIMB RATE - NOT POSSIBLE - PILOT IN COMMAND
5. TERRAIN CONDITION - RISING
6. STALL/MUSH - INADVERTENT - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,4,6

Factor(s) relating to this accident is/are finding(s) 2,3,5

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                         National Transportation Safety Board
                               Washington, D.C. 20594

                                  Brief of Accident

   File No. - 2746       7/06/84    BRIGHTON,CO          A/C Reg. No. N32079          Time (Lcl) - 0945 MDT
---------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)       Aircraft Damage                  Injuries
                                                               DESTROYED                Fatal   Serious   Minor    None
     Type of Operation          -PERSONAL                     Fire               Crew     1        0        0        0
     Flight Conducted Under     -14 CFR 91                     NONE               Pass     0        0        0        0
     Accident Occurred During   -DESCENT
---------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - WACO UPF-7                Eng Make/Model - CONTINENTAL W-670-6A      ELT Installed/Activated - YES/YES
     Landing Gear   - TAILWHEEL-ALL FIXED       Number Engines -  1                          Stall Warning System - NO
     Max Gross Wt   -    2650                   Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats   -       2                   Rated Power    -     165 HP
---------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                   Itinerary                                Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING       Last Departure Point                     OFF AIRPORT/STRIP
       Method         - N/A                           AURORA,CO
       Completeness   - N/A                         Destination                            Airport Data
     Basic Weather    - VMC                           ERIE,CO
       Wind Dir/Speed- 070/004 KTS                                                           Runway Ident    - N/A
       Visibility     -    40.0   SM              ATC/Airspace                               Runway Lth/Wid  - N/A
       Lowest Sky/Clouds  -     25000 FT SCATTERED  Type of Flight Plan - VFR                Runway Surface  - N/A
       Lowest Ceiling         - NONE                Type of Clearance   - NONE               Runway Status   - N/A
       Obstructions to Vision- NONE                 Type Apch/Lndg      - FORCED LANDING
       Precipitation          - NONE
       Condition of Light     - DAYLIGHT
---------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                       Age -     54            Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)             Biennial Flight Review                Flight Time (Hours)
        PRIVATE                              Current        - YES        Total       -    1114       Last 24 Hrs - UNK/NR
        SE LAND                              Months Since   - 10         Make/Model- UNK/NR          Last 30 Days-      9
                                             Aircraft Type  - N2S        Instrument-      245        Last 90 Days-     22


        Instrument Rating(s)  - AIRPLANE
---------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT DEPARTED CASPER, WY, AT 0500 WITH FULL FUEL TANKS. AT 0807 THE PLT LANDED AT AN AIR NATIONAL GUARD BASE
BUT DECLINEED TO REFUEL AND DEPARTED AT 0918. ONLY A TRACE OF FUEL WAS FOUND IN THE ACFT WRECKAGE. THE ACFT HAD BEEN
ALOFT 3 HOURS AND 34 MINUTES. THE PREVIOUS OWNER OF THE ACFT INDICATED THAT THE ENG BURNED APPROXIMATELY 15 GPH.
THE TOTAL USEABLE FUEL CAPACITY IS 48 GALLONS. THE PLT TOLD THE AIRPLANE'S PREVIOUS OWNER THAT HE HAD GOTTEN LESS
THAN 3 HOURS OF SLEEP THE NIGHT BEFORE THE FLT. THE PLT DECLINED A CHECKOUT IN THE ACFT PRIOR TO THE FLT AND HAD
NO PREVIOUS FLT TIME IN THE WACO.

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Brief of Accident (Continued)

File No. - 2746 7/06/84 BRIGHTON,CO A/C Reg. No. N32079 Time (Lcl) - 0945 MDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)
1. AIRCRAFT SERVICE - NOT PERFORMED - PILOT IN COMMAND
2. REFUELING - DELAYED - PILOT IN COMMAND
3. FLUID,FUEL - EXHAUSTION
4. FUEL SUPPLY - MISJUDGED - PILOT IN COMMAND
5. IMPROPER DECISION,FATIGUE(LACK OF SLEEP) - PILOT IN COMMAND
6. IMPROPER DECISION,CORRECTING LENSES NOT WORN - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)
7. AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND
8. STALL/SPIN - INADVERTENT - PILOT IN COMMAND
9. - PILOT IN COMMAND

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)
10. TERRAIN CONDITION - GROUND
11. TERRAIN CONDITION - OPEN FIELD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,7,8

Factor(s) relating to this accident is/are finding(s) 5,6

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                          National Transportation Safety Board
                               Washington, D.C. 20594

                                  Brief of Accident

    File No. - 2708       7/12/84    PEETZ,CO               A/C Reg. No. N6484Z            Time (Lcl) - 0730 MDT
-----------------------------------------------------------------------------------------------------------------
----Basic Information----
      Type Operating Certificate-AGRICULTURAL AIRCRAFT        Aircraft Damage                    Injuries
                                                               DESTROYED                 Fatal  Serious  Minor   None
      Type of Operation        -BUSINESS                      Fire               Crew      1       0       0       0
      Flight Conducted Under   -14 CFR 133                     ON GROUND         Pass      0       0       0       0
      Accident Occurred During -DESCENT
-----------------------------------------------------------------------------------------------------------------
----Aircraft Information----
      Make/Model    - PIPER PA-25-235          Eng Make/Model - LYCOMING O-540-B2B5     ELT Installed/Activated - NO -N/A
      Landing Gear  - TAILWHEEL-ALL FIXED      Number Engines -  1                        Stall Warning System - YES
      Max Gross Wt  -   2900                   Engine Type    - RECIPROCATING-CARBURETOR
      No. of Seats  -      1                   Rated Power    -    235 HP
-----------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                               Itinerary                              Airport Proximity
      Wx Briefing     - NO RECORD OF BRIEFING    Last Departure Point                   OFF AIRPORT/STRIP
        Method        - N/A                        STERLING,CO
        Completeness  - N/A                      Destination                          Airport Data
      Basic Weather   - VMC                        PEETZ,CO
        Wind Dir/Speed- 255/006 KTS                                                     Runway Ident    - N/A
        Visibility    -   20.0   SM            ATC/Airspace                             Runway Lth/Wid  - N/A
        Lowest Sky/Clouds -     CLEAR            Type of Flight Plan - NONE             Runway Surface  - N/A
        Lowest Ceiling      -   NONE             Type of Clearance   - NONE             Runway Status   - N/A
        Obstructions to Vision- NONE             Type Apch/Lndg      - NONE
        Precipitation       -   NONE
        Condition of Light  -   DAYLIGHT
-----------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                      Age -      33           Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
       Certificate(s)/Rating(s)            Biennial Flight Review             Flight Time (Hours)
          COMMERCIAL                          Current        - YES     Total        -   950      Last 24 Hrs -     8
          SE LAND                             Months Since   -  9      Make/Model-      650      Last 30 Days-    90
          HELICOPTER                          Aircraft Type  - UNK/NR  Instrument-       42      Last 90 Days-   123


          Instrument Rating(s)  - AIRPLANE
-----------------------------------------------------------------------------------------------------------------
----Narrative----
PLT HAD COMPLETED SPRAYING AROUND FARM BUILDINGS FOR INSECT CONTROL. ON FIRST PASS IN CROP AREA, THE ACFT WAS
OBSERVED TO PULL UP OVER PWR LINES AT END OF SWATH RUN BUT COLLIDED WITH OVERHEAD GROUND WIRE AT TOP OF MULTI-
WIRE ARRAY. ACFT THEN COLLIDED WITH GROUND IN UNCONTROLLED FLIGHT. PLT HAD PERFORMED A GROUND SURVEY OF THE
AREA PRIOR TO FLIGHT.
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Brief of Accident (Continued)

File No. - 2708   7/12/84   PEETZ,CO   A/C Reg. No. N6484Z   Time (Lcl) - 0730 MDT

Occurrence #1   IN FLIGHT COLLISION WITH OBJECT
Phase of Operation   MANEUVERING - AERIAL APPLICATION

Finding(s)
1. CLEARANCE - MISJUDGED - PILOT IN COMMAND
2. OBJECT - WIRE,STATIC

Occurrence #2   IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation   DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

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                              National Transportation Safety Board
                                   Washington, D.C. 20594

                                      Brief of Accident

     File No. - 2700      12/15/84    NUCLA,CO               A/C Reg. No. N2193Y          Time (Lcl) - 1230 MST
----------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)      Aircraft Damage                     Injuries
                                                              SUBSTANTIAL              Fatal   Serious   Minor    None
     Type of Operation        -PERSONAL                      Fire              Crew      0        0        0        1
     Flight Conducted Under   -14 CFR 91                      NONE              Pass      0        0        0        3
     Accident Occurred During -LANDING
----------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model      - PIPER PA-28RT-201          Eng Make/Model - CONTINENTAL TSIO-360-FB   ELT Installed/Activated - YES/YES
     Landing Gear    - TRICYCLE-RETRACTABLE       Number Engines -  1                           Stall Warning System - YES
     Max Gross Wt    -   2400                     Engine Type    - RECIP-FUEL INJECTED
     No. of Seats    -      4                     Rated Power    -     200 HP
----------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                 Itinerary                               Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING     Last Departure Point                    ON AIRPORT
       Method         - N/A                         EL TORO,CA
       Completeness   - N/A                      Destination                           Airport Data
     Basic Weather    - VMC                         SAME AS ACC/INC                       HOPKINS-MONTROSE CO.
       Wind Dir/Speed- 270/003 KTS                                                        Runway Ident     - 23
       Visibility    -     20.0   SM            ATC/Airspace                              Runway Lth/Wid   -  4600/   75
       Lowest Sky/Clouds  -     1000 FT SCATTERED Type of Flight Plan - VFR               Runway Surface   - ASPHALT
       Lowest Ceiling      -    4000 FT OVERCAST  Type of Clearance   - NONE              Runway Status    - ICE COVERED
       Obstructions to Vision- NONE               Type Apch/Lndg      - GO AROUND
       Precipitation       - NONE
       Condition of Light  - DAYLIGHT
----------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                      Age -     27             Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)            Biennial Flight Review               Flight Time (Hours)
         COMMERCIAL                          Current        - YES      Total      -    1700        Last 24 Hrs - UNK/NR
         SE LAND,ME LAND                     Months Since   -  5       Make/Model-      10        Last 30 Days- UNK/NR
                                             Aircraft Type - C-172RG   Instrument-     321        Last 90 Days-      70
                                                                       Multi-Eng -     750

         Instrument Rating(s)   - AIRPLANE
----------------------------------------------------------------------------------------------------------------
----Narrative----
ACCORDING TO THE PLT, AFTER LANDING ON CENTERLINE BRAKES WERE APPLIED AND ICE ON THE RWY CAUSED THE ACFT TO VEER
LEFT. AN ABORT WAS INITIATED BUT REALIZING THAT THE ACFT WAS GOING OFF THE SIDE OF THE RWY THE PLT SECURED THE
ENG. THE NOSE GEAR COLLAPSED AS THE ACFT ROLLED INTO A SNOW BANK. OTHER ACFT LANDED SAFELY SHORTLY BEFORE AND AFTER
THE ACCIDENT.

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File No. - 2700 12/15/84 NUCLA,CO A/C Reg. No. N2193Y Time (Lcl) - 1230 MST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)
1. WEATHER CONDITION - SNOW
2. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - SNOW COVERED
3. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - ICY
4. BRAKES(NORMAL) - EXCESSIVE - PILOT IN COMMAND
5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
6. ABORTED LANDING - INITIATED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)
7. TERRAIN CONDITION - SNOWBANK

Occurrence #3 NOSE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)
8. LANDING GEAR,NOSE GEAR ASSEMBLY - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4

Factor(s) relating to this accident is/are finding(s) 2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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   File No. - 2721        9/03/84    MADISON,CT               A/C Reg. No. N11SU             Time (Lcl) - 1100 EDT
--------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)      Aircraft Damage                      Injuries
                                                               SUBSTANTIAL                Fatal   Serious   Minor    None
     Type of Operation         -INSTRUCTIONAL                Fire                Crew      0        0        0        2
     Flight Conducted Under    -14 CFR 91                     NONE               Pass      0        0        0        0
     Accident Occurred During  -LANDING
--------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - CESSNA 305A              Eng Make/Model - CONTINENTAL O-470-11B    ELT Installed/Activated - NO -N/A
     Landing Gear   - TAILWHEEL-ALL FIXED      Number Engines -  1                          Stall Warning System - YES
     Max Gross Wt   -   2100                   Engine Type     - RECIPROCATING-CARBURETOR
     No. of Seats   -      2                   Rated Power     -    213 HP
--------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                  Itinerary                                Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING      Last Departure Point                     OFF AIRPORT/STRIP
       Method         - N/A                          SAME AS ACC/INC
       Completeness   - N/A                       Destination                            Airport Data
     Basic Weather    - VMC                          SAME AS ACC/INC
       Wind Dir/Speed- 060/005 KTS                                                          Runway Ident     - N/A
       Visibility    -    20.0    SM              ATC/Airspace                              Runway Lth/Wid   - N/A
       Lowest Sky/Clouds  -     2500 FT             Type of Flight Plan - NONE              Runway Surface   - N/A
       Lowest Ceiling        -  2500 FT BROKEN      Type of Clearance   - NONE              Runway Status    - N/A
       Obstructions to Vision- NONE                 Type Apch/Lndg      - FORCED LANDING
       Precipitation         - NONE
       Condition of Light    - DAYLIGHT
--------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                        Age -     66             Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)              Biennial Flight Review              Flight Time (Hours)
         COMMERCIAL,ATP,CFI                     Current          - YES      Total       -  10365       Last 24 Hrs -       2
         SE LAND,ME LAND,SE SEA,ME SEA          Months Since  -  2          Make/Model-       1       Last 30 Days- UNK/NR
         HELICOPTER      ,GLIDER                Aircraft Type - UNK/NR      Instrument-    1481       Last 90 Days-     248
                                                                            Multi-Eng -    5400       Rotorcraft   -     31

         Instrument Rating(s)  - AIRPLANE,HELICOPTER
--------------------------------------------------------------------------------------------------------------------
----Narrative----
PURPOSE OF FLT WAS FAM IN THIS MAKE/MODEL FOR FRONT SEAT PLT BY REAR SEAT CHECK-OUT PLT. PREFLIGHT FUEL QUANTITY
WAS CHECKED BY REF TO GAGES ONLY. LEFT TANK READ 1/2 FULL. NEITHER PLT RECALLED RT TANK READING. AFTER TAKEOFF,
AT ABOUT 150 FT, COMPLETE PWR LOSS OCCURRED. CHECK PLT UNBUCKLED RESTRAINT SYSTEM, MOVED FWD TO SWITCH FUEL TANK
SELECTOR (ORIGINAL POSITION NOT SPECIFIED) AND TURN ON FUEL BOOST PUMP, BOTH ITEMS ACCESSABLE TO FRONT SEAT PLT,
WHO INITIATED A TURN BACK TO THE AIRPORT. INSUFFICIENT ALTITUDE REMAINED TO COMPLETE MANEUVER. ACFT WAS FORCE
LANDED IN SMALL TREES AND SHRUBS.

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Brief of Accident (Continued)

File No. - 2721 9/03/84 MADISON,CT A/C Reg. No. N11SU Time (Lcl) - 1100 EDT

Occurrence #1 LOSS OF POWER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. UNDETERMINED
2. FUEL TANK SELECTOR POSITION - ATTEMPTED - CHECK PILOT
3. FUEL BOOST PUMP SELECTOR POSITION - ATTEMPTED - CHECK PILOT
4. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - CHECK PILOT

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
5. TERRAIN CONDITION - HIGH VEGETATION

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 4,5

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                          National Transportation Safety Board
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                                 Brief of Accident

   File No. - 2748       9/19/84    DURHAM,CT               A/C Reg. No. N7456H          Time (Lcl) - 1440 EDT
---------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)      Aircraft Damage                  Injuries
                                                              SUBSTANTIAL             Fatal   Serious   Minor    None
     Type of Operation          -PERSONAL                    Fire              Crew     0        0        0        1
     Flight Conducted Under     -14 CFR 91                    NONE             Pass     0        0        0        1
     Accident Occurred During   -LANDING
---------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - PIPER J-3                Eng Make/Model - LYCOMING A-65-8        ELT Installed/Activated - YES/NO
     Landing Gear   - TAILWHEEL-ALL FIXED      Number Engines -  1                       Stall Warning System - YES
     Max Gross Wt   -    1220                  Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats   -       2                  Rated Power    -       65 HP
---------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                Itinerary                                 Airport Proximity
     Wx Briefing       - NO RECORD OF BRIEFING   Last Departure Point                      ON AIRSTRIP
       Method          - N/A                       WATERFORD,CT
       Completeness    - N/A                    Destination                             Airport Data
     Basic Weather     - VMC                       SAME AS ACC/INC                         MAPLEWOOD FARM
       Wind Dir/Speed- 270/010 KTS                                                         Runway Ident      - UNK/NR
       Visibility    -    10.0   SM            ATC/Airspace                                Runway Lth/Wid    -   1800 -UNK/NR
       Lowest Sky/Clouds  -      10000 FT        Type of Flight Plan - NONE                Runway Surface    - GRASS/TURF
       Lowest Ceiling        -  10000 FT BROKEN  Type of Clearance   - NONE                Runway Status     - DRY
       Obstructions to Vision- NONE              Type Apch/Lndg      - TRAFFIC PATTERN
       Precipitation         - NONE
       Condition of Light    - DAYLIGHT
---------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                     Age -     40            Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)           Biennial Flight Review              Flight Time (Hours)
         COMMERCIAL                         Current        - YES      Total      -     534        Last 24 Hrs -       2
         SE LAND,ME LAND,SE SEA             Months Since   -  2       Make/Model-     317        Last 30 Days- UNK/NR
                                            Aircraft Type - UNK/NR    Instrument-      43        Last 90 Days-      71
                                                                      Multi-Eng -      35

         Instrument Rating(s)  - NONE
---------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT ATTEMPTED TO LAND ON A GRASS STRIP. THE WIND WAS REPORTED TO BE FROM 270 DEGREES AT 10 KTS. THE PLT STATED
THAT HE EXPERIENCED A CHANGE IN WIND DIRECTION AND A GUST. THE ACFT THEN VEERED AND COLLIDED WITH A STONE WALL.

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Brief of Accident (Continued)

File No. - 2748   9/19/84   DURHAM,CT   A/C Reg. No. N7456H   Time (Lcl) - 1440 EDT

Occurrence #1   LOSS OF CONTROL - ON GROUND
Phase of Operation   LANDING - ROLL

Finding(s)
1. WEATHER CONDITION - UNFAVORABLE WIND
2. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - UPHILL
3. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
5. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2   ON GROUND COLLISION WITH OBJECT
Phase of Operation   LANDING - ROLL

Finding(s)
6. OBJECT - OBJECT

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4

Factor(s) relating to this accident is/are finding(s) 1,2

Brief of Accident

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    File No. - 2743      10/03/84    WATERBURY,CT             A/C Reg. No. N83665           Time (Lcl) - 1330 EDT
---------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)       Aircraft Damage                       Injuries
                                                              DESTROYED                  Fatal   Serious   Minor     None
    Type of Operation          -PERSONAL                     Fire                Crew     0        0         1        0
    Flight Conducted Under     -14 CFR 91                     NONE               Pass     0        0         0        0
    Accident Occurred During   -TAKEOFF
---------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - PIPER PA-18-150          Eng Make/Model - LYCOMING O-320-A2A       ELT Installed/Activated - YES-UNK/NR
    Landing Gear   - TRICYCLE-FIXED           Number Engines -  1                          Stall Warning System - YES
    Max Gross Wt   -    1750                  Engine Type     - RECIPROCATING-CARBURETOR
    No. of Seats   -       2                  Rated Power     -     150 HP
---------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                Itinerary                                  Airport Proximity
    Wx Briefing         - NO RECORD OF BRIEFING   Last Departure Point                     ON AIRPORT
      Method            - N/A                       SAME AS ACC/INC
      Completeness      - N/A                    Destination                             Airport Data
    Basic Weather       - VMC                       LOCAL                                  WATERBURY
      Wind Dir/Speed- 210/015 KTS                                                          Runway Ident      - 17
      Visibility     -     25.0   SM             ATC/Airspace                              Runway Lth/Wid    -  2037/  150
      Lowest Sky/Clouds  -      CLEAR              Type of Flight Plan - NONE              Runway Surface    - GRASS/TURF
      Lowest Ceiling         - NONE                Type of Clearance   - NONE              Runway Status     - DRY
      Obstructions to Vision- HAZE                 Type Apch/Lndg      - NONE
      Precipitation          - NONE
      Condition of Light     - DAYLIGHT
---------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                         Age -      22           Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)              Biennial Flight Review                 Flight Time (Hours)
        COMMERCIAL                             Current         - YES       Total       -    1171        Last 24 Hrs -       1
        SE LAND,ME LAND                        Months Since   -  2        Make/Model-      20        Last 30 Days- UNK/NR
        GLIDER                                 Aircraft Type - UNK/NR     Instrument-      10        Last 90 Days-     251
                                                                          Multi-Eng -       9

        Instrument Rating(s)  - NONE
---------------------------------------------------------------------------------------------------------------
----Narrative----
AFTER LIFTOFF, THE PLT INITIATED A TURN INTO THE CROSSWIND TO MAINTAIN RUNWAY HEADING. AS HE DID SO, A WIND GUST
TIPPED THE ACFT IN THE DIRECTION OF THE TURN. GROUND CONTACT OCCURRED BEFORE CORRECTIVE CONTROL INPUTS BY THE PLT
COULD TAKE EFFECT.

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Brief of Accident (Continued)

File No. - 2743 10/03/84 WATERBURY,CT A/C Reg. No. N83665 Time (Lcl) - 1330 EDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
2. WEATHER CONDITION - GUSTS

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

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                              National Transportation Safety Board
                                   Washington, D.C. 20594

                                      Brief of Accident

      File No. - 2783       11/04/84    OXFORD,CT                A/C Reg. No. N38996            Time (Lcl) - 1110 EST
-----------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                         Injuries
                                                                SUBSTANTIAL                  Fatal   Serious    Minor      None
     Type of Operation          -INSTRUCTIONAL                 Fire                  Crew      0        0         0          2
     Flight Conducted Under     -14 CFR 91                      NONE                 Pass      0        0         0          0
     Accident Occurred During   -LANDING
-----------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - PIPER PA-32-300                Eng Make/Model - LYCOMING IO-540-K1G5     ELT Installed/Activated - YES/YES
     Landing Gear   - TRICYCLE-FIXED                 Number Engines -  1                          Stall Warning System - YES
     Max Gross Wt   -    3400                        Engine Type     - RECIP-FUEL INJECTED
     No. of Seats   -       7                        Rated Power     -      300 HP
-----------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                    Itinerary                                    Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING        Last Departure Point                         ON AIRPORT
       Method         - N/A                            MILLBROOK,NY
       Completeness   - N/A                          Destination                               Airport Data
     Basic Weather    - VMC                            SAME AS ACC/INC                              WATERBURY
       Wind Dir/Speed- 120/012 KTS                                                                 Runway Ident     - 31
       Visibility     -    20.0   SM               ATC/Airspace                                    Runway Lth/Wid   -   1999/    75
       Lowest Sky/Clouds  -      2500 FT SCATTERED   Type of Flight Plan - NONE                    Runway Surface   - ASPHALT
       Lowest Ceiling         -  4000 FT BROKEN      Type of Clearance   - NONE                    Runway Status    - DRY
       Obstructions to Vision- NONE                  Type Apch/Lndg      - TRAFFIC PATTERN
       Precipitation          - NONE
       Condition of Light     - DAYLIGHT
-----------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                           Age -      22           Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)                 Biennial Flight Review                 Flight Time (Hours)
        PRIVATE                                    Current        - YES        Total      -     193       Last 24 Hrs -        1
        SE LAND                                    Months Since   - 24         Make/Model-      191       Last 30 Days- UNK/NR
                                                   Aircraft Type - UNK/NR      Instrument-       20       Last 90 Days- UNK/NR


        Instrument Rating(s)   - NONE
-----------------------------------------------------------------------------------------------------------------------
----Narrative----
AFTER ENTERING THE TRAFFIC PATTERN FOR THE SELECTED RUNWAY, PLT WAS INFORMED OF SURFACE WIND CONDITIONS AND ELECTED
TO CONTINUE AND EXECUTE A DOWNWIND LANDING. UPON TOUCHDOWN, PLT RAISED FLAPS TO ASSIST BRAKING ACTION. DURING
ROLL-OUT THE PLT DECIDED INSUFFICIENT RUNWAY REMAINED FOR A SAFE STOP AND ADDED POWER FOR A GO-AROUND. HE THEN
REALIZED THAT A GO-AROUND WAS NOT POSSIBLE, CLOSED THE THROTTLE AND LOCKED THE BRAKES. THE ACFT CONTINUED BEYOND
THE RUNWAY ONTO A ROUGH DOWNSLOPE. ACFT DOWNHILL PROGRESS WAS ARRESTED BY CONTACT WITH BRUSH.

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File No. - 2783 11/04/84 OXFORD,CT A/C Reg. No. N38996 Time (Lcl) - 1110 EST

Occurrence OVERRUN
Phase of Operation LANDING

Finding(s)
1. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
2. WEATHER CONDITION - TAILWIND
3. DISTANCE - MISJUDGED - PILOT IN COMMAND
4. GO-AROUND - INITIATED - PILOT IN COMMAND
5. ABORT - ATTEMPTED - PILOT IN COMMAND
6. TERRAIN CONDITION - DOWNHILL
7. TERRAIN CONDITION - HIGH VEGETATION

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3

Factor(s) relating to this accident is/are finding(s) 1,2,4,6,7

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                         National Transportation Safety Board
                              Washington, D.C. 20594

                                 Brief of Accident

   File No. - 2675      11/05/84    GROTON,CT             A/C Reg. No. N62561           Time (Lcl) - 0850 EST
--------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                    Injuries
                                                                SUBSTANTIAL               Fatal   Serious   Minor    None
     Type of Operation         -BUSINESS                       Fire                Crew     0        0        0        1
     Flight Conducted Under    -14 CFR 91                       NONE               Pass     0        0        0        3
     Accident Occurred During  -APPROACH
--------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model    - BEECH BE-55E              Eng Make/Model - CONTINENTAL IO-520-6B     ELT Installed/Activated - YES/NO
     Landing Gear  - TRICYCLE-RETRACTABLE      Number Engines -  2                           Stall Warning System - YES
     Max Gross Wt  -   5300                    Engine Type    - RECIP-FUEL INJECTED
     No. of Seats  -      6                    Rated Power    -     285 HP
--------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                               Itinerary                                 Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING   Last Departure Point                      OFF AIRPORT/STRIP
       Method         - N/A                       FARMINGDALE,NY
       Completeness   - N/A                     Destination                             Airport Data
     Basic Weather    - IMC                       SAME AS ACC/INC                         GROTON
       Wind Dir/Speed- 120/015 KTS                                                        Runway Ident      - 05
       Visibility     -     5.0   SM            ATC/Airspace                              Runway Lth/Wid    -   5000/  150
       Lowest Sky/Clouds  -    THIN BKN           Type of Flight Plan - IFR               Runway Surface    - ASPHALT
       Lowest Ceiling         -   300 FT OVERCAST Type of Clearance   - IFR               Runway Status     - WET
       Obstructions to Vision- FOG                Type Apch/Lndg      - ILS-COMPLETE
       Precipitation          - NONE
       Condition of Light     - DAYLIGHT
--------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                        Age -     48          Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)              Biennial Flight Review                Flight Time (Hours)
        PRIVATE                                 Current        - YES      Total        -   3033       Last 24 Hrs -       2
        SE LAND,ME LAND                         Months Since   - 18       Make/Model-      451       Last 30 Days- UNK/NR
                                                Aircraft Type  - UNK/NR   Instrument-      391       Last 90 Days-     110
                                                                          Multi-Eng  -     730

        Instrument Rating(s)  - AIRPLANE
--------------------------------------------------------------------------------------------------------------
----Narrative----
AS THE ACFT BROKE OUT OF THE 300 OVERCAST LAYER THE PLT SAW BIRDS FLYING OFF OF THE RWY THRESHOLD. DUE TO IFR
CONDITIONS AND LOW ALTITUDE THE PLT ELECTED NOT TO GO AROUND. THE TOWER ADVISED THE PLT OF THE BIRDS ON 2 MILE
FINAL ON THE ILS APCH.

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Brief of Accident (Continued)

File No. - 2675   11/05/84   GROTON,CT   A/C Reg. No. N62561   Time (Lcl) - 0850 EST

Occurrence   IN FLIGHT COLLISION WITH OBJECT
Phase of Operation   APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)
1. WEATHER CONDITION - LOW CEILING
2. WEATHER CONDITION - FOG
3. UNSAFE/HAZARDOUS CONDITION WARNING - ISSUED - ATC PSNL(LCL/GND/CLNC)
4. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
5. OBJECT - BIRD(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5

Factor(s) relating to this accident is/are finding(s) 1,2,4

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                        National Transportation Safety Board
                              Washington, D.C. 20594

                                 Brief of Accident

   File No. - 2789      11/25/84    MADISON,CT              A/C Reg. No. N89929            Time (Lcl) - 1235 EST
--------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)       Aircraft Damage                 Injuries
                                                                SUBSTANTIAL             Fatal   Serious   Minor    None
     Type of Operation          -PERSONAL                     Fire               Crew     0        0        0        1
     Flight Conducted Under     -14 CFR 91                      NONE             Pass     0        0        0        3
     Accident Occurred During   -LANDING
--------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - CESSNA 172P             Eng Make/Model - LYCOMING O-320-D2J        ELT Installed/Activated - YES/NO
     Landing Gear   - TRICYCLE-FIXED          Number Engines -  1                           Stall Warning System - YES
     Max Gross Wt   -   2400                  Engine Type     - RECIPROCATING-CARBURETOR
     No. of Seats   -      4                  Rated Power     -      160 HP
--------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                             Itinerary                              Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING    Last Departure Point                ON AIRPORT
       Method         - N/A                        WHITE PLAINS,NY
       Completeness   - N/A                      Destination                       Airport Data
     Basic Weather    - VMC                        SAME AS ACC/INC                   GRISWOLD
       Wind Dir/Speed- 180/007 KTS                                                   Runway Ident     - 24
       Visibility     -     7.0   SM            ATC/Airspace                         Runway Lth/Wid   -   1863/    50
       Lowest Sky/Clouds  -    CLEAR              Type of Flight Plan -              Runway Surface   - ASPHALT
       Lowest Ceiling         - NONE              Type of Clearance    - NONE        Runway Status    - DRY
       Obstructions to Vision- NONE               Type Apch/Lndg       - TRAFFIC PATTERN
       Precipitation          - NONE
       Condition of Light     - DAYLIGHT
--------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                       Age -     43            Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)             Biennial Flight Review              Flight Time (Hours)
         PRIVATE                               Current        - YES     Total       -    182        Last 24 Hrs -       1
         SE LAND                               Months Since   -  1      Make/Model-      11         Last 30 Days- UNK/NR
                                               Aircraft Type - UNK/NR   Instrument-       5         Last 90 Days-       5


         Instrument Rating(s)  - NONE
--------------------------------------------------------------------------------------------------------------
----Narrative----
PLT STATED THAT AS HE LOWERED NOSE GEAR TO RUNWAY FOLLOWING INITIAL TOUCHDOWN ON MAINS, ACFT NOSE CONTINUED TO
DROP. CONTROL INPUTS WERE NOT EFFECTIVE. INVESTIGATION REVEALED THE NOSE GEAR ASS'Y FAILED IN OVERLOAD. BASED
ON FUEL REMAINING ON BOARD AND WITNESSES ESTIMATES OF OCCUPANT WEIGHTS, ACFT WAS APRX 250 POUNDS OVER MAX
GROSS WEIGHT WITH AN AFT CENTER OF GRAVITY ON LANDING.

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Brief of Accident (Continued)

File No. - 2789 11/25/84 MADISON,CT A/C Reg. No. N89929 Time (Lcl) - 1235 EST

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. AIRCRAFT PERFORMANCE,LANDING CAPABILITY - DETERIORATED
2. AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND
3. AIRCRAFT HANDLING - REDUCED -
4. FLARE - IMPROPER - PILOT IN COMMAND

Occurrence #2 NOSE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)
5. LANDING GEAR,NOSE GEAR ASSEMBLY - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4

Factor(s) relating to this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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     File No. - 2785      12/02/84    MERIDEN,CT                A/C Reg. No. N7453P           Time (Lcl) - 1755 EST
-------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                   Injuries
                                                                SUBSTANTIAL                Fatal   Serious   Minor    None
     Type of Operation         -PERSONAL                       Fire               Crew       0        0        0        1
     Flight Conducted Under    -14 CFR 91                       NONE              Pass       0        0        0        3
     Accident Occurred During  -LANDING
-------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model    - PIPER PA-24-250            Eng Make/Model - LYCOMING O-540-A1A5       ELT Installed/Activated - YES/YES
     Landing Gear  - TRICYCLE-RETRACTABLE       Number Engines -  1                          Stall Warning System - YES
     Max Gross Wt  -    2800                    Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats  -      4                     Rated Power    -     250 HP
-------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                              Itinerary                                 Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING   Last Departure Point                      ON AIRPORT
      Method          - N/A                       NEW HAVEN,CT
      Completeness    - N/A                    Destination                              Airport Data
     Basic Weather    - VMC                      LOCAL                                    MERIDEN
      Wind Dir/Speed- UNK/NR                                                              Runway Ident     - 36
      Visibility      - UNK/NR                ATC/Airspace                                Runway Lth/Wid   -  3058/   75
      Lowest Sky/Clouds  -     CLEAR            Type of Flight Plan - NONE                Runway Surface   - ASPHALT
      Lowest Ceiling         - NONE             Type of Clearance   - NONE                Runway Status    - DRY
      Obstructions to Vision- NONE              Type Apch/Lndg      - PRECAUTIONARY LANDING
      Precipitation          - NONE
      Condition of Light     - DAYLIGHT
-------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                        Age -     54          Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)               Biennial Flight Review                 Flight Time (Hours)
       PRIVATE                                Current         - YES       Total       -   5099      Last 24 Hrs -      2
       SE LAND,MC LAND                        Months Since    - 10        Make/Model -    1510      Last 30 Days- UNK/NR
                                              Aircraft Type - UNK/NR      Instrument-       30      Last 90 Days-     75
                                                                          Multi-Eng -        6

       Instrument Rating(s)  - NONE
-------------------------------------------------------------------------------------------------------------------
----Narrative----
WHILE IN CRUISE, PLT HEARD AN ABNORMAL SOUND FROM THE LEFT SIDE OF THE ENGINE COMPARTMENT AND HAVING HAD
PREVIOUS PROBLEMS WITH THE NEWLY-INSTALLED ENGINE, ELECTED TO MAKE A PRECAUTIONARY LANDING AT A NEARBY ARPT
TO INVESTIGATE. PLT STATED HE LANDED LONG AND WAS UNABLE TO STOP THE ACFT BEFORE RUNNING OFF THE END OF THE
PREPARED SURFACE. SUBSTANTIAL DAMAGE TO THE UNDERCARRIAGE ATTACH FITTING WAS INCURRED DUE TO ROUGH TERRAIN.

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Brief of Accident (Continued)

File No. - 2785 12/02/84 MERIDEN,CT A/C Reg. No. N7453P Time (Lcl) - 1755 EST

Occurrence OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)
1. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
2. ALTITUDE - MISJUDGED - PILOT IN COMMAND
3. DISTANCE - MISJUDGED - PILOT IN COMMAND
4. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT,ANXIETY/APPRENHENSION - PILOT IN COMMAND
6. TERRAIN CONDITION - ROUGH/UNEVEN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4

Factor(s) relating to this accident is/are finding(s) 2,3,5,6

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                         National Transportation Safety Board
                               Washington, D.C. 20594

                                  Brief of Accident

   File No. - 2731     11/05/84    MIAMI,FL                A/C Reg. No. N25575          Time (Lcl) - 1515 EDT
------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)     Aircraft Damage                       Injuries
                                                             DESTROYED                 Fatal    Serious    Minor    None
     Type of Operation          -PERSONAL                   Fire               Crew      0         0         0        1
     Flight Conducted Under     -14 CFF 91                   NONE              Pass      0         0         0        0
     Accident Occurred During   -LANDING
------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - CESSNA C-152              Eng Make/Model  - LYCOMING O-235-C2C      ELT Installed/Activated - YES/NO
     Landing Gear   - TRICYCLE-FIXED            Number Engines  -  1                        Stall Warning System - YES
     Max Gross Wt   -    1600                   Engine Type      - RECIPROCATING-CARBURETOR
     No. of Seats   -       2                   Rated Power      -      110 HP
------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                                 Itinerary                                Airport Proximity
      Wx Briefing      - NO RECORD OF BRIEFING     Last Departure Point                      OFF AIRPORT/STRIP
        Method         - N/A                         HOMESTEAD,FL
        Completeness   - N/A                      Destination                            Airport Data
      Basic Weather    - VMC                         LOCAL
        Wind Dir/Speed- 260/008 KTS                                                         Runway Ident  - N/A
        Visibility      -      8.0    SM          ATC/Airspace                               Runway Lth/Wid  - N/A
        Lowest Sky/Clouds  -      2500 FT SCATTERED  Type of Flight Plan - NONE              Runway Surface  - N/A
        Lowest Ceiling           - NONE              Type of Clearance    - NONE             Runway Status   - N/A
        Obstructions to Vision- NONE                 Type Apch/Lndg       - FORCED LANDING
        Precipitation            - NONE
        Condition of Light       - DAYLIGHT
------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                      Age -      35            Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)            Biennial Flight Review              Flight Time (Hours)
         PRIVATE                             Current       - YES      Total        -     235        Last 24 Hrs -        1
         SE LAND                             Months Since  - 9        Make/Model-       127        Last 30 Days- UNK/NR
                                             Aircraft Type - UNK/NR   Instrument-        26        Last 90 Days-        4


        Instrument Rating(s)  - NONE
------------------------------------------------------------------------------------------------------------
----Narrative----
WHILE CRUISING AT 800 FT KSL THE PLT STATD THAT THE ENG SPUTTERED AND LOST ALL PWR AS HE OPENED THE THROTTLE. DURING
THE ENSUING FORCED LANDING THE PLT VEERED TO THE LEFT BECAUSE OF A BLDG LOCATED AT THE END OF THE FIELD. THE ACFT
COLLIDED WITH TREES. AN ENG EXAM AND RUNUP REVEALED NO PREIMPACT MALFUNCTION OR FAILURES. WX CONDITION WERE CONDUCTIVE
TO CARB INCING.
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Brief of Accident (Continued)

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      File No. - 2731      11/05/84    MIAMI,FL                   A/C Reg. No. N25575             Time (Lcl) - 1515 EDT
------------------------------------------------------------------------------------------------------------------------

Occurrence #1          LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation     CLIMB - TO CRUISE

Finding(s)
  1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
  2.   ANTI-ICE/DE-ICE SYSTEM - IMPROPER USE OF - PILOT IN COMMAND
  3. FUEL SYSTEM,CARBURETOR - ICE
------------------------------------------------------------------------------------------------------------------------

Occurrence #2          FORCED LANDING
Phase of Operation     LANDING - FLARE/TOUCHDOWN
------------------------------------------------------------------------------------------------------------------------

Occurrence #3          ON GROUND COLLISION WITH OBJECT
Phase of Operation     LANDING - ROLL
------------------------------------------------------------------------------------------------------------------------
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1
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National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2768 11/06/84 OCALA,FL A/C Reg. No. N1703H Time (Lcl) - 1609 EST

----Basic Information----

Type Operating Certificate NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Aircraft Damage
DESTROYED
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	0
Pass	0	0	0	0

----Aircraft Information----

Make/Model - CESSNA 310C
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 4830
No. of Seats - 5

Eng Make/Model - CONTINENTAL IO-470-D
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 260 HP

ELT Installed/Activated - UNK/NR
Stall Warning System - UNK/NR

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 330/008 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
OCALA,FL
Destination
UNK/NR

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND,ME LAND

Age - UNK/NR
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - NON-VALID MEDICAL
Flight Time (Hours)
Total - 1000
Make/Model- UNK/NR
Instrument- 0

Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

----Narrative----

THE ACFT STARTED ITS GROUND RUN AND UPON ENCOUNTERING A DIP IN THE RWY, THE ACFT BECAME AIRBORNE. THE ENGINES LOST POWER SHORTLY THEREAFTER AND THE ACFT COLLIDED THAT A FENCE AND HAY BALES. THE ACFT OWNER STATED THAT THE PLT (A PROSPECTIVE BUYER OF THE ACFT) DID NOT HAVE PERMISSION TO FLY THE ACFT. POST CRASH EXAM OF THE ACFT REVEALED THAT THERE WAS NEGLIGIBLE FUEL ON BOARD THE ACFT.

Brief of Accident (Continued)

```
     File No. - 2768      11/06/84    OCALA,FL                 A/C Reg. No. N1703H            Time (Lcl) - 1609 EST
-----------------------------------------------------------------------------------------------------------------

Occurrence #1          LOSS OF POWER(PARTIAL) - NON-MECHANICAL
Phase of Operation     TAKEOFF - INITIAL CLIMB

Finding(s)
  1. STOLEN AIRCRAFT/UNAUTHORIZED USE
  2. AIRCRAFT PREFLIGHT - NOT PERFORMED - PILOT IN COMMAND
  3. FLUID,FUEL - EXHAUSTION
  4.   FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
  5. ROTATION - PREMATURE - PILOT IN COMMAND
-----------------------------------------------------------------------------------------------------------------

Occurrence #2          IN FLIGHT COLLISION WITH OBJECT
Phase of Operation     TAKEOFF - INITIAL CLIMB

Finding(s)
  6. OBJECT - FENCE
-----------------------------------------------------------------------------------------------------------------
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 2,4,5

Factor(s) relating to this accident is/are finding(s) 1
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National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2763 11/16/84 STUART,FL A/C Reg. No. N77517 Time (Lcl) - 1230 EST

----Basic Information----
Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -AERIAL OBSERVATION
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1

----Aircraft Information----
Make/Model - PIPER J3C-65
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1220
No. of Seats - 2

Eng Make/Model - CONTINENTAL A-65-8
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 75 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - NO

----Environment/Operations Information----
Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 080/005 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - 3000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
STUART,FL
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----
Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL,CFI
SE LAND,ME LAND,SE SEA,ME SEA
HELICOPTER ,GLIDER

Instrument Rating(s) - AIRPLANE

Age - 56
Biennial Flight Review
Current - YES
Months Since - 8
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 13570
Make/Model- 200
Instrument- 800
Multi-Eng - 4000
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 78
Rotorcraft - 105

----Narrative----
ACFT WAS FLYING AT LOW LEVEL OVER WATER TO FILM A TV COMMERCIAL. PLT PUSHED THROTTLE IN FOR ADDITIONAL PWR BUT ENGINE DID NOT RESPOND. FULL THROTTLE WAS APPLIED WITH NO RESPONSE FROM THE ENG. PLT STATED THAT THERE WAS INSUFFICIENT PWR TO MAINTAIN LEVEL FLT. PLT DITCHED ACFT. ACFT SANK. POST CRASH EXAM REVEALED ADEL CLAMP ON THROTTLE CABLE WAS LOOSE WHICH CAUSED THE CABLE TO FLEX WITHOUT MOVING THROTTLE ARM ON THE CARB.

Brief of Accident (Continued)

File No. - 2763 11/16/84 STUART,FL A/C Reg. No. N77517 Time (Lcl) - 1230 EST

Occurrence #1 LOSS OF POWER(PARTIAL) - NON-MECHANICAL
Phase of Operation CRUISE

Finding(s)
1. THROTTLE/POWER LEVER,CABLE - LOOSE
2. THROTTLE/POWER CONTROL - NOT POSSIBLE - PILOT IN COMMAND
3. THROTTLE/POWER LEVER,LINKAGE - PREVIOUS DAMAGE
4. ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
5. EMERGENCY PROCEDURE - PERFORMED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 DITCHING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
6. WHEELS DOWN LANDING IN WATER - PERFORMED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

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                          National Transportation Safety Board
                               Washington, D.C. 20594

                                  Brief of Accident

  File No. - 2744      11/17/84    FELLSMERE,FL            A/C Reg. No. N3704E            Time (Lcl) - 0930 EST
-------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)      Aircraft Damage                    Injuries
                                                             DESTROYED               Fatal   Serious   Minor   None
    Type of Operation          -AERIAL APPLICATION          Fire               Crew    0        1        0       0
    Flight Conducted Under     -14 CFR 137                   NONE              Pass    0        0        0       0
    Accident Occurred During   -DESCENT
-------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - PIPER PA-36-300           Eng Make/Model - LYCOMING IO-540-K1G5     ELT Installed/Activated - NO -N/A
    Landing Gear   - TAILWHEEL-ALL FIXED       Number Engines -  1                         Stall Warning System - YES
    Max Gross Wt   -    3900                   Engine Type    - RECIP-FUEL INJECTED
    No. of Seats   -       1                   Rated Power    -      300 HP
-------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                              Itinerary                              Airport Proximity
     Wx Briefing       - NO RECORD OF BRIEFING  Last Departure Point                  OFF AIRPORT/STRIP
       Method          - N/A                      FELLSMERE,FL
       Completeness    - N/A                    Destination                         Airport Data
     Basic Weather     - VMC                      UNK/NR
       Wind Dir/Speed- 350/005 KTS                                                    Runway Ident     - N/A
       Visibility    -     10.0    SM          ATC/Airspace                           Runway Lth/Wid   - N/A
       Lowest Sky/Clouds  -      3500 FT SCATTERED  Type of Flight Plan - NONE        Runway Surface   - N/A
       Lowest Ceiling          - NONE            Type of Clearance   - NONE           Runway Status    - N/A
       Obstructions to Vision  NONE              Type Apch/Lndg      - NONE
       Precipitation           - NONE
       Condition of Light      - UNK/NR
-------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                       Age -      24            Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)             Biennial Flight Review                  Flight Time (Hours)
        COMMERCIAL                           Current        - YES       Total       -    949        Last 24 Hrs -      2
        SE LAND                              Months Since   - 14        Make/Model-      113        Last 30 Days-     15
                                             Aircraft Type  - C-172RG   Instrument-       44        Last 90 Days-     26


        Instrument Rating(s)   - NONE
-------------------------------------------------------------------------------------------------------------------
----Narrative----
PLT WAS COMPLETING DOWNWIND TURN WHEN ACFT BEGAN TO SETTLE. PLT FAILED TO USE FULL POWER OR JETTISON THE CHEMICAL
LOAD  AS AIRSPEED FELL BELOW MINIMUM STEADY STATE CONTROL SPD. ACFT MUSHED INTO GRND.
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                                   Brief of Accident (Continued)

      File No. - 2744      11/17/84    FELLSMERE,FL              A/C Reg. No. N3704E              Time (Lcl) - 0930 EST
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Occurrence #1          LOSS OF CONTROL - IN FLIGHT
Phase of Operation     MANEUVERING - AERIAL APPLICATION

Finding(s)
  1. AIRCRAFT PERFORMANCE,ROLLING MANEUVERS - LOSS,PARTIAL
  2.   AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND
  3. POWERPLANT CONTROLS - NOT USED - PILOT IN COMMAND
  4. LOAD JETTISON - NOT PERFORMED - PILOT IN COMMAND
  5. AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND
  6. STALL/MUSH - INADVERTENT -
---------------------------------------------------------------------------------------------------------------------------

Occurrence #2          IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation     DESCENT - UNCONTROLLED
---------------------------------------------------------------------------------------------------------------------------
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 5

Factor(s) relating to this accident is/are finding(s) 1,2,3,4
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National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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File No. - 2690      11/18/84    PEMBROKE PINES,FL          A/C Reg. No. N2443G              Time (Lcl) - 1141 EST
-------------------------------------------------------------------------------------------------------------------
----Basic Information----
   Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                         Injuries
                                                              DESTROYED                  Fatal    Serious    Minor     None
   Type of Operation          -BANNER TOW                    Fire               Crew      0          1         0         0
   Flight Conducted Under     -14 CFR 91                      NONE              Pass      0          0         0         0
   Accident Occurred During   -DESCENT
-------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
   Make/Model     - PIPER PA-18-150              Eng Make/Model - LYCOMING O-320-A2B       ELT Installed/Activated - YES/NO
   Landing Gear   - TAILWHEEL-ALL FIXED          Number Engines -  1                           Stall Warning System - NO
   Max Gross Wt   -    1750                      Engine Type     - RECIPROCATING-CARBURETOR
   No. of Seats   -       2                      Rated Power     -      150 HP
-------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                   Itinerary                                Airport Proximity
    Wx Briefing       - NO RECORD OF BRIEFING      Last Departure Point                     OFF AIRPORT/STRIP
      Method          - N/A                          SAME AS ACC/INC
      Completeness    - N/A                       Destination                           Airport Data
    Basic Weather     - VMC                          LOCAL                                 NORTH PERRY
      Wind Dir/Speed- 130/014 KTS                                                          Runway Ident      - 09R
      Visibility     -    10.0    SM             ATC/Airspace                              Runway Lth/Wid    -  3000/  100
      Lowest Sky/Clouds  -      3000 FT            Type of Flight Plan - NONE              Runway Surface    - ASPHALT
      Lowest Ceiling         -  3000 FT BROKEN     Type of Clearance   - NONE              Runway Status     - DRY
      Obstructions to Vision- NONE                 Type Apch/Lndg      - NONE
      Precipitation          - NONE
      Condition of Light     - DAYLIGHT
-------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                       Age -     33                  Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)             Biennial Flight Review                   Flight Time (Hours)
        COMMERCIAL                           Current         - YES       Total        -    537        Last 24 Hrs -       1
        SE LAND,ME LAND                      Months Since   -  2         Make/Model-       15        Last 30 Days- UNK/NR
                                             Aircraft Type - UNK/NR      Instrument-       77        Last 90 Days-     183
                                                                         Multi-Eng -       11

        Instrument Rating(s)  - AIRPLANE
-------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT HAD RECENTLY BEEN CHECKED OUT ON BANNER TOWING OPERATIONS & WAS ON HIS 5TH BANNER TOWING FLT. AFTER TAKING
OFF FROM RWY 9R, HE TURNED LEFT, CROSSED TO THE LEFT OF RWY 9L TO A LEFT DOWNWIND & INTENDED TO CONTINUE IN A LEFT
PATTERN FOR A BANNER PICK-UP NEAR THE APCH END OF RWY 9L. AS HE WAS PROCEEDING WEST BOUND AT ABOUT 100 FT AGL & 50 MPH,
THE ACFT REPORTEDLY BEGAN TO SETTLE. THE PLT STATED THAT THE ENG LOST POWER, BUT HE COULD NOT RECALL WHAT HAD HAPPENED
AFTER THAT. ACCORDING TO WITNESSES, THE ACFT WAS TRAVELING WESTBOUND WHEN IT ENTERED A SHALLOW LEFT BANK, THEN REVERSED
TO A STEEP RIGHT BANK & CRASHED IN A STEEP DESCENT. ONE WITNESS REPORTED THAT THE ACFT WAS PROCEEDING IN AN UNUSUALLY
NOSE HIGH ATTITUDE, THEN APPEARED TO STALL. DURING A TEARDOWN OF THE ENG, THE LEFT MAGNETO WAS NOTED TO INTERMITTENTLY
CROSS FIRE, BUT NO OTHER PRE-ACCIDENT PROBLEMS WERE FOUND.
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Brief of Accident (Continued)

File No. - 2690　11/18/84　PEMBROKE PINES,FL　A/C Reg. No. N2443G　Time (Lcl) - 1141 EST

Occurrence #1　LOSS OF POWER
Phase of Operation　MANEUVERING

Finding(s)
1. UNDETERMINED

Occurrence #2　LOSS OF CONTROL - IN FLIGHT
Phase of Operation　MANEUVERING

Finding(s)
2. AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND
3. STALL - INADVERTENT - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND

Occurrence #3　IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation　DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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File No. - 2767      11/21/84    MELBOURNE,FL              A/C Reg. No. N4949U            Time (Lcl) - 1920 EST
-------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                       Injuries
                                                                SUBSTANTIAL                  Fatal   Serious   Minor    None
     Type of Operation         -PERSONAL                       Fire                 Crew      0        0        0        1
     Flight Conducted Under    -14 CFR 91                       NONE                Pass      0        0        0        2
     Accident Occurred During  -LANDING
-------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - CESSNA T210N               Eng Make/Model - CONTINENTAL TSIO-520-R   ELT Installed/Activated - YES/YES
     Landing Gear   - TRICYCLE-RETRACTABLE       Number Engines -  1                         Stall Warning System - UNK/NR
     Max Gross Wt   -    3800                    Engine Type    - RECIP-FUEL INJECTED
     No. of Seats   -       6                    Rated Power    -     310 HP
-------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                Itinerary                                  Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING    Last Departure Point                       OFF AIRPORT/STRIP
       Method         - N/A                        WILMINGTON,DE
       Completeness   - N/A                      Destination                              Airport Data
     Basic Weather    - IMC                        VERO BEACH,FL
       Wind Dir/Speed- 090/015 KTS                                                          Runway Ident      - N/A
       Visibility     -     4.000 SM           ATC/Airspace                                 Runway Lth/Wid    - N/A
       Lowest Sky/Clouds  -       800 FT         Type of Flight Plan - IFR                  Runway Surface    - N/A
       Lowest Ceiling         -   800 FT BROKEN  Type of Clearance   - IFR                  Runway Status     - N/A
       Obstructions to Vision- NONE              Type Apch/Lndg      - FORCED LANDING
       Precipitation          - RAIN
       Condition of Light     - NIGHT(DARK)
-------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                       Age -     42               Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)             Biennial Flight Review                   Flight Time (Hours)
         PRIVATE                              Current         - YES       Total       -    1989        Last 24 Hrs -       7
         SE LAND,ME LAND                      Months Since    - 17        Make/Model-        11        Last 30 Days- UNK/NR
                                              Aircraft Type - C-210       Instrument-       221        Last 90 Days-      40
                                                                          Multi-Eng -       100

         Instrument Rating(s)  - AIRPLANE
-------------------------------------------------------------------------------------------------------------------
----Narrative----
THE ACFT WAS SUBSTANTIALLY DAMAGED DURING A FORCED LANDING IN A MARSH AREA FOLLOWING FUEL EXHAUSTION. PLT STATED
HE HAD FLOWN THIS TRIP SEVERAL TIMES IN A NON-TURBO 210 WITHOUT ANY PROBLEMS. HE CALCULATED ENDURANCE OF 6 HRS FOR
THIS FLT. FUEL EXHAUSTION OCCURRED AFTER APRX 5 HRS 10 MINS.

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Brief of Accident (Continued)

File No. 2767 11/21/84 MELBOURNE,FL A/C Reg. No. N4949U Time (Lcl) - 1920 EST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE

Finding(s)
1. FLUID,FUEL - EXHAUSTION
2. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
3. REFUELING - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
4. TERRAIN CONDITION - WET
5. TERRAIN CONDITION - SOFT

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 4,5

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                              National Transportation Safety Board
                                   Washington, D.C. 20594

                                      Brief of Accident

     File No. - 2766      11/25/84    CROSS CITY,FL               A/C Reg. No. N8248D          Time (Lcl) - 1230 EST
-------------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)          Aircraft Damage                       Injuries
                                                                  SUBSTANTIAL                Fatal   Serious   Minor    None
     Type of Operation          -PERSONAL                        Fire                Crew      0        0        0        1
     Flight Conducted Under     -14 CFR 91                        NONE               Pass      0        0        0        3
     Accident Occurred During   -LANDING
-------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - PIPER PA-32R-301          Eng Make/Model - LYCOMING IO-540-K1G5B    ELT Installed/Activated - YES/NO
     Landing Gear   - TRICYCLE-RETRACTABLE      Number Engines -  1                          Stall Warning System - YES
     Max Gross Wt   -    6500                   Engine Type    - RECIP-FUEL INJECTED
     No. of Seats   -       7                   Rated Power    -      300 HP
-------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                Itinerary                                Airport Proximity
     Wx Briefing     - NO RECORD OF BRIEFING      Last Departure Point                     ON AIRPORT
       Method        - N/A                          MONROE,LA
       Completeness  - N/A                        Destination                           Airport Data
     Basic Weather   - VMC                          CROSS CITY,FL                          CROSS CITY
       Wind Dir/Speed- 050/010 KTS                                                         Runway Ident     - 13
       Visibility    -      7.0   SM             ATC/Airspace                               Runway Lth/Wid   -  5000/  150
       Lowest Sky/Clouds  -     3000 FT SCATTERED  Type of Flight Plan - NONE               Runway Surface   - ASPHALT
       Lowest Ceiling       - NONE                  Type of Clearance   - NONE               Runway Status    - DRY
       Obstructions to Vision- NONE                 Type Apch/Lndg      - FULL STOP
       Precipitation        - NONE
       Condition of Light   - DAYLIGHT
-------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                        Age -     40              Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
       Certificate(s)/Rating(s)              Biennial Flight Review                    Flight Time (Hours)
         PRIVATE                                 Current         - YES       Total      -     208        Last 24 Hrs -       4
         SE LAND                                 Months Since    - 23        Make/Model -      87        Last 30 Days- UNK/NR
                                                 Aircraft Type   - PA-32     Instrument -       0        Last 90 Days-      24

         Instrument Rating(s)  - NONE
-------------------------------------------------------------------------------------------------------------------------
----Narrative----
PLT STATED THAT AFTER TOUCHDOWN AS BRAKING WAS INITIATED THE ACFT BEGAN TO PULL TO THE LEFT. RIGHT BRAKE WAS
APPLIED WITH NO CORRECTING EFFECT. THE ACFT RAN OFF THE LEFT SIDE OF THE RUNWAY AND THE LANDING GEAR COLLAPSED.
POST CRASH EXAM OF BRAKES REVEALED NO EVIDENCE OF A MECHANICAL MALFUNCTION OR FAILURE.
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Brief of Accident (Continued)

File No. - 2766   11/25/84   CROSS CITY,FL   A/C Reg. No. N8248D   Time (Lcl) - 1230 EST

Occurrence #1   LOSS OF CONTROL - ON GROUND
Phase of Operation   LANDING - ROLL

Finding(s)
1. BRAKES(NORMAL) - IMPROPER USE OF - PILOT IN COMMAND
2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2   GEAR COLLAPSED
Phase of Operation   LANDING - ROLL

Finding(s)
3. LANDING GEAR - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

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                                  National Transportation Safety Board
                                       Washington, D.C  20594

                                          Brief of Accident

    File No. - 2769      11/29/84    JACKSONVILLE,FL              A/C Reg. No. N8993F            Time (Lcl) - 1232 EST
------------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)           Aircraft Damage
                                                                   SUBSTANTIAL                              Injuries
    Type of Operation          -INSTRUCTIONAL                                              Fatal   Serious   Minor   None
    Flight Conducted Under     -14 CFR 91                          Fire             Crew     0        0        1       0
    Accident Occurred During   -LANDING                            NONE             Pass     0        0        0       0
------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model      - HUGHES 269C
    Landing Gear    - SKID                     Eng Make/Model  - LYCOMING HIO-360-D1A    ELT Installed/Activated - NO -N/A
    Max Gross Wt    -    1670                  Number Engines  -  1                         Stall Warning System - NO
    No. of Seats    -       3                  Engine Type     - RECIP-FUEL INJECTED
                                               Rated Power     -     180 HP
------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                               Itinerary                                   Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING   Last Departure Point                        ON AIRPORT
      Method         - N/A                       JACKSONVILLE,FL
      Completeness   - N/A                    Destination                                Airport Data
    Basic Weather    - VMC                       SAME AS ACC/INC                            CRAIG MUNICIPAL
      Wind Dir/Speed- 350/005 KTS                                                           Runway Ident     - 31
      Visibility    -    10.0   SM           ATC/Airspace                                   Runway Lth/Wid   -  4007/  100
      Lowest Sky/Clouds  -    CLEAR            Type of Flight Plan  - NONE                  Runway Surface    GRASS/TURF
      Lowest Ceiling        - NONE             Type of Clearance    - NONE                  Runway Status    - SOFT
      Obstructions to Vision- NONE             Type Apch/Lndg       - STOP AND GO
      Precipitation         - NONE
      Condition of Light    - DAYLIGHT
------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
  Pilot-In-Command                        Age -     24             Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
    Certificate(s)/Rating(s)              Biennial Flight Review                     Flight Time (Hours)
      STUDENT                                Current       - N/A          Total     -      22         Last 24 Hrs -      1
                                             Months Since  - N/A          Make/Model-      22         Last 30 Days-      4
                                             Aircraft Type - N/A          Instrument-       0         Last 90 Days-     14
                                                                                                      Rotorcraft  -     22
      Instrument Rating(s)  - NONE
------------------------------------------------------------------------------------------------------------------------
----Narrative----
THE STUDENT PLT STATED THAT HE WAS PRACTICING A "RUN ON" LANDING. THE ACFT WAS ON THE GROUND AND THE WEIGHT SHIFTED
FOWARD ON THE SKID. THE RIGHT SKID DUG INTO SOFT SOD AND ROLLED OVER. THE PLT HAD ACCUMUCATED A TOTAL TIME OF
20 HRS OF FLT TIME.
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Brief of Accident (Continued)

File No. - 2769 11/29/84 JACKSONVILLE,FL A/C Reg. No. N8993F Time (Lcl) - 1232 EST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING

Finding(s)
1. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - GROUND
2. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - SOFT
3. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
4. RUN ON LANDING - PERFORMED - PILOT IN COMMAND
5. REMEDIAL ACTION - NOT POSSIBLE - PILOT IN COMMAND

Occurrence #2 ROLL OVER
Phase of Operation LANDING

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,5

Factor(s) relating to this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2781 12/03/84 ST. PETERSBURG,FL A/C Reg. No. N6737L Time (Lcl) - 1125 EST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage
SUBSTANTIAL
Fire
NONE

		Injuries		
	Fatal	Serious	Minor	None
Crew	0	0	1	0
Pass	0	0	0	0

----Aircraft Information----

Make/Model - BEECHCRAFT V35B
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3400
No. of Seats - 5

Eng Make/Model - CONTINENTAL IO-520-BB
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 285 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - IMC
Wind Dir/Speed- 020/006 KTS
Visibility - 2.000 SM
Lowest Sky/Clouds - PART OBS
Lowest Ceiling - 5000 FT BROKEN
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
ORLANDO,FL
Destination
ST.PETERSBURG,FL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - SPECIAL VFR
Type Apch/Lndg - FULL STOP

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
CLEARWATER
Runway Ident - 17
Runway Lth/Wid - 7590/ 150
Runway Surface - ASPHALT
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE,COMMERCIAL
SE LAND,ME LAND

Age - 64
Biennial Flight Review
Current - YES
Months Since - 14
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 1631
Make/Model - 706
Instrument - 132
Multi-Eng - 925

Last 24 Hrs - UNK/NR
Last 30 Days - UNK/NR
Last 90 Days - 79

Instrument Rating(s) - NONE

----Narrative----

PLT RECEIVED SPECIAL VFR CLEARANCE TO ENTER TRAFFIC PATTERN FOR LANDING AND WAS ADVISED TO DESCEND TO 1600 FT AND CONTACT TOWER FOR LANDING. PLT INITIATED DESCENT, LOWERING GEAR TO INCREASE DESCENT RATE AND RECEIVED LANDING CLEARANCE WHILE MANUVERING TO REMAIN CLEAR OF FOG PATCHES. PLT THEN NOTED ALTIMETER READING OF 200-300 FT, APPLIED POWER BUT FAILED TO ARREST THE DESCENT. ACFT COLLIDED WITH WATER.

Brief of Accident (Continued)

File No. - 2781   12/03/84   ST. PETERSBURG,FL   A/C Reg. No. N6737L   Time (Lcl) - 1125 EST

Occurrence   IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation   DESCENT

Finding(s)
1. LEVEL OFF - NOT PERFORMED - PILOT IN COMMAND
2. FLIGHT AND NAVIGATION INSTRUMENTS - INATTENTIVE - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT,DIVERTED ATTENTION - PILOT IN COMMAND
4. TERRAIN CONDITION - WATER,GLASSY
5. WEATHER CONDITION - FOG
6. WEATHER CONDITION - LOW CEILING

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2765 12/09/84 DAYTONA BEACH,FL A/C Reg. No. N43080 Time (Lcl) - 1320 EST

----Basic Information----
Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAXI

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

----Aircraft Information----
Make/Model - PIPER PA28-151
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2150
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E3D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

----Environment/Operations Information----
Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 300/004 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
JACKSONVILLE,FL
Destination
DAYTONA BEACH,FL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data
DAYTONA BEACH
Runway Ident - 24L
Runway Lth/Wid - 3200/ 100
Runway Surface - ASPHALT
Runway Status - DRY

----Personnel Information----
Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 44
Biennial Flight Review
Current - YES
Months Since - 9
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 310
Make/Model- 310
Instrument- 0
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 5

Instrument Rating(s) - NONE

----Narrative----
PLT STATED THAT HE WAS UNFAMILIAR WITH THE ARPT AND REQUESTED ASSISTANCE TO TAXI TO THE RAMP. THE PILOT WAS TOLD TO TAKE THE FIRST LEFT TURN TO RAMP. HE TURNED ONTO AN ACCESS ROAD TO THE FIRE STATION AND COLLIDED WITH A SIGN THAT STATED "NO TAXIWAY."

Brief of Accident (Continued)

File No. - 2765 12/09/84 DAYTONA BEACH,FL A/C Reg. No. N43080 Time (Lcl) - 1320 EST

Occurrence ON GROUND COLLISION WITH OBJECT
Phase of Operation TAXI - FROM LANDING

Finding(s)
1. OBJECT - OBJECT
2. INSTRUCTIONS,WRITTEN/VERBAL - MISREAD - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE,LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2641 12/12/84 MIAMI,FL A/C Reg. No. N40790 Time (Lcl) - 1952 EST

----Basic Information----

Type Operating Certificate-COMMUTER
Name of Carrier -SOUTHERN EXPRESS AIRWAYS.
Type of Operation -SCHEDULED,DOMESTIC,PASSENGER
Flight Conducted Under -14 CFR 135
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Fatal	Serious	Minor	None
	Injuries			
Crew	0	0	0	1
Pass	0	1	1	0

----Aircraft Information----

Make/Model - PIPER PA-31-350
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 7000
No. of Seats - 10

Eng Make/Model - LYCOMING LTIO-540-J2BD
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 350 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 100/005 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - 5500 FT
Lowest Ceiling - 5500 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary
Last Departure Point
FORT MYERS,FL
Destination
MIAMI,FL

ATC/Airspace
Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - STRAIGHT-IN
FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
MIAMI INTERNATIONL
Runway Ident - 12
Runway Lth/Wid - 9600/ 150
Runway Surface - ASPHALT
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
ATP
SE LAND,ME LAND
HELICOPTER

Age - 34
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - PA31350

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 5600
Make/Model- 115
Instrument- 800
Last 24 Hrs - 5
Last 30 Days- UNK/NR
Last 90 Days- 115

Instrument Rating(s) - AIRPLANE,HELICOPTER

----Narrative----

PLT JUDGED BY REFERENCE TO ACFT GAGES THAT HE HAD 156 GALS OF FUEL REMAINING WHEN INFACT ONLY 120 GALS OF FUEL REMAINED. ON APPROACH FOR LNDG, WHILE OPERATING ON AUX TANKS, LOW FUEL FLOW WARNING LIGHT ILLUMINATED. PLT SWITCHED TO MAIN TANKS AND BOTH ENGINES LOST POWER SHORTLY THEREAFTER WHILE ACFT WAS ON FINAL APPROACH. PLT DID NOT ATTEMPT TO REGAIN POWER BY SWITCHING BACK TO AUX TANKS SINCE WARNING LIGHT ILLUMINATION INITIATED DURING AUX TANK OPERATION. RIGHT MAIN GEAR COLLAPSED, OTHER GEAR SEPARATED ON FORCED LANDING SHORT OF THE RUNWAY IN ROUGH TERRAIN. ACFT MANUAL STATES LOW FUEL FLOW WARNING LIGHTS INDICATE CONDITION OF MAIN TANKS ONLY. PLT DID NOT UNDERSTAND THIS TO BE TRUE REGARDLESS OF TANK SELECTION. INVESTIGATION REVEALED MAIN TANKS CONTAINED ONLY RESIDUAL FUEL; AUX TANKS HAD APPROX 6 GALS EACH.

Brief of Accident (Continued)

File No. - 2641 12/12/84 MIAMI,FL A/C Reg. No. N40790 Time (Lcl) - 1952 EST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
1. FUEL SUPPLY - MISJUDGED - PILOT IN COMMAND
2. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND
3. FUEL SYSTEM - NOT UNDERSTOOD - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT,INADEQUATE TRANSITION/UPGRADE TRAINING - PILOT IN COMMAND
5. FLUID,FUEL - STARVATION

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 COMPLETE GEAR COLLAPSED
Phase of Operation LANDING

Finding(s)
6. TERRAIN CONDITION - ROUGH/UNEVEN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,5

Factor(s) relating to this accident is/are finding(s) 1,2,4,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2737 8/30/84 SHELLMAN,GA A/C Reg. No. N7771V Time (Lcl) - 0950 EDT

----Basic Information----

Type Operating Certificate-AGRICULTURAL AIRCRAFT
Type of Operation -AERIAL APPLICATION
Flight Conducted Under -14 CFR 137
Accident Occurred During -LANDING

Aircraft Damage
DESTROYED
Fire
IN FLIGHT

Injuries

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

----Aircraft Information----

Make/Model - ROCKWELL INTERNATIONAL S2R
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 7000
No. of Seats - 1

Eng Make/Model - P&W R 1340
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 900 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - UNK/NR

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SHELLMAN,GA
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND

Age - 52
Biennial Flight Review
Current - YES
Months Since - 3
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 4000
Make/Model- 3000
Instrument- 10
Last 24 Hrs - 8
Last 30 Days- UNK/NR
Last 90 Days- 200

Instrument Rating(s) - NONE

----Narrative----

PLT WAS EN ROUTE TO AIRSTRIP AFTER SPRAY RUN WHEN HE SMELLED SMOKE. SHORTLY THEREAFTER THE ENGINE SURGED AND LOST POWER. PLT EXECUTED A FORCED LANDING IN A CORN FIELD AS FLAMES FROM ENGINE AREA BECAME VISIBLE. ACFT DAMAGED BY POST-LANDING FIRE. INVESTIGATION DISCLOSED TANK-TO-CARBURETOR FUEL LINE FITTING SEPARATED.

Brief of Accident (Continued)

```
      File No. - 2737       8/30/84    SHELLMAN,GA                A/C Reg. No. N7771V            Time (Lcl) - 0950 EDT
------------------------------------------------------------------------------------------------------------------------

Occurrence #1          LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation     CRUISE - NORMAL

Finding(s)
  1. FUEL SYSTEM,LINE FITTING - SEPARATION
  2. FLUID,FUEL - STARVATION
------------------------------------------------------------------------------------------------------------------------

Occurrence #2          FORCED LANDING
Phase of Operation     DESCENT - EMERGENCY
------------------------------------------------------------------------------------------------------------------------

Occurrence #3          FIRE
Phase of Operation     LANDING - ROLL

Finding(s)
  3. FLUID,FUEL - FIRE
------------------------------------------------------------------------------------------------------------------------
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 1,2,3
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Brief of Accident

File No. - 2689 10/20/84 COMMERCE,GA A/C Reg. No. N6316C Time (Lcl) - 0945 EDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	2	1

----Aircraft Information----

Make/Model - BEECH A-36
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3600
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-520-BB
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 285 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - FSS
Method - ACFT RADIO
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 180/005 KTS
Visibility - 3.000 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - 25000 FT BROKEN
Obstructions to Vision- FOG
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
TAMPA,FL
Destination
KNOXVILLE,TN

ATC/Airspace
Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - GRASS/TURF
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 53
Biennial Flight Review
Current - YES
Months Since - 8
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 807
Make/Model- 510
Instrument- 48
Last 24 Hrs - 9
Last 30 Days- UNK/NR
Last 90 Days- 105

Instrument Rating(s) - AIRPLANE

----Narrative----

AFTER CLIMBING TO 8,000 FT THE PLT NOTICED FUEL SIPHONING OUT OF THE LEFT FUEL TANK CAP. FOR THE NEXT HOUR & 20 MIN THE FLT OPERATED ON THE LEFT TANK IN AN EFFORT TO USE FUEL FROM THE LEFT TANK BEFORE IT WAS SIPHONED OUT. APRX 6 MILES NORTH OF ATHENS, GA, THE ENG LOST POWER AND THE PLT REQUESTED CLEARANCE FROM ARTCC FOR AN EMERG LANDING AT ATHENS. ACCORDING TO THE PLT, ADJUSTING THE MIXTURE CAUSED THE ENG TO RESUME NORMAL OPERATION. ARTCC WAS ADVISED AND THE PLT CONTINUED EN ROUTE. ABOUT 24 MILES FURTHER NORTH THE ENG AGAIN LOST POWER. THE INTENTIONAL GEAR-UP LANDING WAS MADE IN AN UNIMPROVED PASTURE. EXAMINATION OF THE WRECKAGE REVEALED EVIDENCE OF FUEL LEAKAGE FROM THE LEFT CAP. NO FUEL REMAINED IN THE LEFT TANK. NO MECHANICAL MALFUNCTIONS WERE FOUND DURING A SUCCESSFUL TEST RUN OF THE ENG.

File No. - 2689   10/20/84   COMMERCE,GA   A/C Reg. No. N6316C   Time (Lcl) - 0945 EDT

Occurrence #1   LOSS OF POWER
Phase of Operation   CRUISE - NORMAL

Finding(s)
1. FLUID,FUEL - STARVATION
2. FUEL SYSTEM,CAP - LOOSE
3. AIRCRAFT PREFLIGHT   INADEQUATE - PILOT IN COMMAND
4. FUEL SYSTEM,CAP - SIPHONING
5. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
6. UNSAFE/HAZARDOUS CONDITION - NOT IDENTIFIED - PILOT IN COMMAND
7. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - ATTEMPTED - PILOT IN COMMAND
8. PRECAUTIONARY LANDING - DELAYED - PILOT IN COMMAND

Occurrence #2   FORCED LANDING
Phase of Operation   DESCENT - EMERGENCY

Occurrence #3   IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation   LANDING - FLARE/TOUCHDOWN

Finding(s)
9. TERRAIN CONDITION - GROUND
10. WHEELS UP LANDING - PERFORMED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,7,8

Factor(s) relating to this accident is/are finding(s) 2,3,4

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                              National Transportation Safety Board
                                   Washington, D.C. 20594

                                     Brief of Accident

     File No. - 2644       5/01/84    HIGH ISL BLK595,GM        A/C Reg. No. N763AL           Time (Lcl) - 1400 CDT
-------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-ON-DEMAND AIR TAXI
     Name of Carrier           -AIR LOGISTIC INC.                 Aircraft Damage                    Injuries
     Type of Operation         -NON SCHED,DOMESTIC,PAX/CARGO       SUBSTANTIAL               Fatal   Serious   Minor    None
     Flight Conducted Under    -14 CFR 135                        Fire                Crew    0        0        0        2
     Accident Occurred During  -CRUISE                             ON GROUND          Pass    0        0        0        0
-------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - SIKORSKY S-76A
     Landing Gear   - TRICYCLE-RETRACTABLE      Eng Make/Model - ALLISON 250-C30S        ELT Installed/Activated - NO -N/A
     Max Gross Wt   -    7500                   Number Engines -  2                         Stall Warning System - NO
     No. of Seats   -      14                   Engine Type    - TURBOSHAFT
                                                Rated Power    -     250 HP
-------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                  Itinerary                              Airport Proximity
     Wx Briefing      - COMPANY                   Last Departure Point                    UNK/NR
       Method         - ACFT RADIO                  HI ISL BLK 595,GM
       Completeness   - WEATHER NOT PERTINENT     Destination
     Basic Weather    - VMC                         FREEPORT,TX                        Airport Data
       Wind Dir/Speed- 011/006 KTS
       Visibility     -     5.0   SM             ATC/Airspace                            Runway Ident     - N/A
       Lowest Sky/Clouds  -     CLEAR              Type of Flight Plan - COMPANY (VFR)   Runway Lth/Wid   - N/A
       Lowest Ceiling         - NONE               Type of Clearance   - SPECIAL IFR     Runway Surface   - N/A
       Obstructions to Vision- HAZE                Type Apch/Lndg      - UNK/NR          Runway Status    - N/A
       Precipitation          - NONE
       Condition of Light     - DAYLIGHT
-------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                          Age -     37             Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)                Biennial Flight Review                Flight Time (Hours)
        ATP                                      Current        - YES      Total        -   5092      Last 24 Hrs -       2
        SE LAND,ME LAND                          Months Since   -  3       Make/Model-     348      Last 30 Days- UNK/NR
        HELICOPTER                               Aircraft Type  - S76A     Instrument-     359      Last 90 Days-      53
                                                                           Multi-Eng -      10      Rotorcraft  -    4957

        Instrument Rating(s)  - AIRPLANE,HELICOPTER
-------------------------------------------------------------------------------------------------------------------
----Narrative----
DURING CRUISE FLIGHT AT 500 FT OVER GULF WATERS, THE LEFT ENGINE SUSTAINED A MASSIVE, UNCONTAINED, EXPLOSIVE FAILURE.
SHARPNEL PENETRATED THE RIGHT ENGINE, WHICH FAILED FROM DAMAGE. SHARPNEL ALSO PENETRATED THE AC AND DC JUNCTION
BOXES, CAUSING COMPLETE ELECTRICAL FAILURE (NO MAYDAY CALL POSSIBLE). SHARPNEL FURTHER SEVERED THE TAIL ROTOR DRIVE
SHAFT AND PENETRATED THE ACFT FUEL SYSTEM; FIRE BROKE OUT IN THE TRANSMISSION AREA AND THE COCKPIT FILLED WITH
SMOKE. USING THE CO-PLT'S SIDE WINDOW FOR VISUAL ACQUISITION OF THE WATER SURFACE, A SUCCESSFUL AUTOROTATION WAS
PERFORMED. HOWEVER, THE ACFT ROLLED OVER AND SANK SINCE THE EMERGENCY FLOATATION GEAR IS ELECTRICALLY OPERATED
AND FAILED TO DEPLOY. AFTER SUCCESSFUL EVACUATION BY ALL OCCUPANTS, PLT RETURNED TO THE INVERTED ACFT AND DEPLOYED
LIFE RAFTS. INVESTIGATION REVEALED LEFT ENGINE COMPRESSOR-TO-TURBINE COUPLING HAD FAILED IN FATIGUE. TURBINE
WENT OVERSPEED AND BURST UNDER CENTRIFUGAL LOADS.
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Brief of Accident (Continued)

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      File No. - 2644       5/01/84    HIGH ISL BLK595,GM        A/C Reg. No. N763AL            Time (Lcl) - 1400 CDT
-------------------------------------------------------------------------------------------------------------------------

Occurrence #1          LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation     CRUISE - NORMAL

Finding(s)
  1. TURBINE ASSEMBLY,SHAFT - FATIGUE
  2. TURBINE ASSEMBLY,TURBINE WHEEL - OVERSPEED
  3. TURBINE ASSEMBLY,TURBINE WHEEL - BURST
-------------------------------------------------------------------------------------------------------------------------

Occurrence #2          AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation     CRUISE

Finding(s)
  4. ELECTRICAL SYSTEM - DISABLED
  5. FUEL SYSTEM - FIRE
  6. ROTOR DRIVE SYSTEM,TAIL ROTOR DRIVE SHAFT - SEPARATION
-------------------------------------------------------------------------------------------------------------------------

Occurrence #3          FORCED LANDING
Phase of Operation     DESCENT - EMERGENCY

Finding(s)
  7. FUSELAGE,CREW COMPARTMENT - SMOKE
-------------------------------------------------------------------------------------------------------------------------

Occurrence #4          ROLL OVER
Phase of Operation     LANDING - FLARE/TOUCHDOWN

Finding(s)
  8. TERRAIN CONDITION - WATER,ROUGH
  9.   AUTOROTATION - PERFORMED - PILOT IN COMMAND
 10. MISC ROTORCRAFT,EMERGENCY FLOATATION GEAR - DISABLED
-------------------------------------------------------------------------------------------------------------------------
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 4,5,6,10
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                              National Transportation Safety Board
                                    Washington, D.C. 20594

                                      Brief of Accident
      File No. - 2704       9/26/84    WEST DELTA 105,GM         A/C Reg. No. N5013F            Time (Lcl) - 1157 CDT
-------------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-ON-DEMAND AIR TAXI                Aircraft Damage                       Injuries
     Name of Carrier            -COMMERCIAL HELICOPTERS           SUBSTANTIAL                 Fatal    Serious    Minor     None
     Type of Operation          -NON SCHED,DOMESTIC,CARGO         Fire                 Crew     0         0          0         1
     Flight Conducted Under     -14 CFR 135                       NONE                 Pass     0         0          0         0
     Accident Occurred During   -LANDING
-------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model      - BELL 206L-1                   Eng Make/Model - ALLISON 250-C28B        FLT Installed/Activated - NO -N/A
     Landing Gear    - EMERGENCY FLOAT               Number Engines -  1                        Stall Warning System - NO
     Max Gross Wt    -    4150                       Engine Type    - TURBOSHAFT
     No. of Seats    -       7                       Rated Power    -      435 HP
-------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                   Itinerary                                  Airport Proximity
     Wx Briefing        - NO RECORD OF BRIEFING     Last Departure Point                       OFF AIRPORT/STRIP
       Method           - N/A                         PATTERSON,LA
       Completeness     - N/A                      Destination                              Airport Data
     Basic Weather      - VMC                         SAME AS ACC/INC
       Wind Dir/Speed- 040/010 KTS                                                            Runway Ident     - N/A
       Visibility      -     10.0    SM           ATC/Airspace                                Runway Lth/Wid   - N/A
       Lowest Sky/Clouds  -      CLEAR              Type of Flight Plan  - COMPANY (VFR)      Runway Surface   - N/A
       Lowest Ceiling         - NONE                Type of Clearance    - NONE               Runway Status    - N/A
       Obstructions to Vision- NONE                 Type Apch/Lndg       - FORCED LANDING
       Precipitation          - NONE
       Condition of Light     - DAYLIGHT
-------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                       Age -      59                Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)             Biennial Flight Review                      Flight Time (Hours)
        COMMERCIAL                           Current         - YES         Total       -  13525       Last 24 Hrs -       4
        SE LAND,ME LAND,SE SEA               Months Since    - 12          Make/Model-     850        Last 30 Days- UNK/NR
        HELICOPTER                           Aircraft Type   - UNK/NR      Instrument-     295        Last 90 Days-     217
                                                                           Multi-Eng -     610        Rotorcraft   -   8723

        Instrument Rating(s)  - AIRPLANE,HELICOPTER
-------------------------------------------------------------------------------------------------------------------------
----Narrative----
WHILE IN CRUISE FLT, TOTAL PWR LOSS WAS EXPERIENCED. PLT SETUP AUTOROTATIVE WATER LANDING, DEPLOYED EMERGENCY
FLOATS. RIGHT FLOAT WAS NOT FULLY INFLATED BY WATER TOUCHDOWN, ACFT ROLLED RIGHT TO INVERTED POSITION. ENG TEARDOWN
REVEALED CARBON BUILDUP BETWEEN TURBINE-TO-COMPRESSOR COUPLING AND TURBINE INNER SHAFT, CAUSING FRICTIONAL
OVERHEAT LEADING TO SHAFT FAILURE.

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Brief of Accident (Continued)

File No. - 2704 9/26/84 WEST DELTA 105,GM A/C Reg. No. N5013F Time (Lcl) - 1157 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation DESCENT - EMERGENCY

Finding(s)
1. TURBINE ASSEMBLY,SHAFT - FAILURE,TOTAL

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 ROLL OVER
Phase of Operation LANDING

Finding(s)
2. LANDING GEAR,FLOAT ASSEMBLY - PRESSURE TOO LOW

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2622   10/10/84   BURLEY,ID   A/C Reg. No. N4752Q   Time (Lcl) - 1600 MDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

----Aircraft Information----

Make/Model - CESSNA 180
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2550
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-520-D
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 300 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 20.0 SM
Lowest Sky/Clouds - 7000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
BURLEY,ID
Destination
SPOKANE,WA

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data
BURLEY MUNICIPAL
Runway Ident - 06
Runway Lth/Wid - 4067/ 150
Runway Surface - ASPHALT
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND

Age - 41
Biennial Flight Review
Current - YES
Months Since - 2
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 2020
Make/Model- 1200
Instrument- 300
Multi-Eng - 20
Last 24 Hrs - 10
Last 30 Days- UNK/NR
Last 90 Days- 50

Instrument Rating(s) - AIRPLANE

----Narrative----

AS PLT INITIATED TAKEOFF IN A LEFT X-WIND, ACFT BEGAN TO WEATHERVANE TO THE LEFT. INCREASED RIGHT RUDDER AND REPEATED APPLICATIONS OF RIGHT BRAKE FAILED TO ARREST AN INCREASING SWERVE TO LEFT, WITH RIGHT BRAKE PEDAL EVENTUALLY BOTTOMING OUT. AS ACFT DEPARTED RUNWAY SURFACE IN INCIPIENT GROUNDLOOP, PLT REDUCED POWER AND "RODE IT OUT." THE RIGHT MAIN GEAR COLLAPSED DUE TO EXCESSIVE SIDE LOADS IN ROUGH TERRAIN. PLT CITED LACK OF INFORMATION IN ACFT MANUAL CONCERING USE OF TAIL WHEEL LOCK FOR CROSSWIND TAKEOFF. INVESTIGATION REVEALED NO PRE-EXISTING DEFECT WITH BRAKE SYSTEM.

Brief of Accident (Continued)

File No. - 2622   10/10/84   BURLEY,ID   A/C Reg. No. N4752Q   Time (Lcl) - 1600 MDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)
1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. WEATHER CONDITION - CROSSWIND
3. GROUND LOOP/SWERVE - INADVERTENT -

Occurrence #2 MAIN GEAR COLLAPSED
Phase of Operation LANDING

Finding(s)
4. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND
5. TERRAIN CONDITION - ROUGH/UNEVEN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,5

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                         National Transportation Safety Board
                              Washington, D.C. 20594

                                 Brief of Accident

      File No. - 2739      11/25/84    NAMPA,ID                  A/C Reg. No. N7927J           Time (Lcl) - 1400 MDT
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----Basic Information----
    Type Operating Certificate-ON-DEMAND AIR TAXI              Aircraft Damage                     Injuries
    Name of Carrier           -JIM HICKS                        SUBSTANTIAL                Fatal   Serious   Minor   None
    Type of Operation         -NON SCHED,DOMESTIC,PASSENGER    Fire                 Crew     0        0        0       1
    Flight Conducted Under    -14 CFR 135                       NONE                Pass     0        0        0       0
    Accident Occurred During  -LANDING
-------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - BELL 47G-3B-2              Eng Make/Model - LYCOMING TVO-435-G1A     ELT Installed/Activated - YES/NO
    Landing Gear   - TRICYCLE-FIXED             Number Engines -  1                          Stall Warning System - NO
    Max Gross Wt   -    2950                    Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats   -       3                    Rated Power    -     280 HP
-------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                Itinerary                                  Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING     Last Departure Point                       OFF AIRPORT/STRIP
      Method         - N/A                         NAMPA,ID
      Completeness   - N/A                       Destination                              Airport Data
    Basic Weather    - VMC                         NAMPA,ID
      Wind Dir/Speed- 270/005 KTS                                                           Runway Ident     - N/A
      Visibility     -    15.0   SM              ATC/Airspace                               Runway Lth/Wid   - N/A
      Lowest Sky/Clouds  -     CLEAR               Type of Flight Plan - NONE               Runway Surface   - N/A
      Lowest Ceiling        - NONE                 Type of Clearance   - NONE               Runway Status    - N/A
      Obstructions to Vision- NONE                 Type Apch/Lndg      - FORCED LANDING
      Precipitation         - NONE
      Condition of Light    - DAWN
-------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                        Age -     46                Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)              Biennial Flight Review                    Flight Time (Hours)
        COMMERCIAL                           Current        - YES         Total       -  13000       Last 24 Hrs -       4
        SE LAND                              Months Since  -  3           Make/Model-    7000       Last 30 Days- UNK/NR
        HELICOPTER                           Aircraft Type - UNK/NR       Instrument-      50       Last 90 Days-      90
                                                                                                  Rotorcraft   -  12000

        Instrument Rating(s)  - NONE
-------------------------------------------------------------------------------------------------------------------
----Narrative----
FOLLOWING A POWER LOSS-INDUCED FORCED LANDING TWO DAYS PRIOR, THE ACFT FUEL PUMP AND CARBURETOR WERE CHANGED AND
FUEL LINES FLUSHED. SIX HOURS OF UNEVENTFUL OPERATIONS ENSUED BEFORE THE POWER LOSS LEADING TO THIS MISHAP OCCURRED. PWR
LOSS OCCURRED WHEN THE ACFT WAS 40 FT AGL WITH A FORWARD SPD OF 20 KTS; INSUFFICIENT FOR TRANSLATION TO A SUCCESSFUL
AUTOROTATION. DURING THE SUBSEQUENT HARD TOUCHDOWN, THE MAIN ROTOR FLEXED DOWNWARD AND SEVERED THE TAIL BOOM.

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Brief of Accident (Continued)

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      File No. - 2739      11/25/84    NAMPA,ID                     A/C Reg. No. N7927J            Time (Lcl) - 1400 MDT
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Occurrence #1         LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation    CRUISE - NORMAL

Finding(s)
  1. FUEL SYSTEM - UNDETERMINED
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Occurrence #2         FORCED LANDING
Phase of Operation    DESCENT - EMERGENCY
------------------------------------------------------------------------------------------------------------------------

Occurrence #3         HARD LANDING
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)
  2. AUTOROTATION - ATTEMPTED - PILOT IN COMMAND
  3. ALTITUDE - INADEQUATE - PILOT IN COMMAND
------------------------------------------------------------------------------------------------------------------------
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 3
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                                National Transportation Safety Board
                                     Washington, D.C. 20594

                                        Brief of Accident

     File No. - 2701      12/21/84    COEUR D' ALENE,ID         A/C Reg. No. N441CF            Time (Lcl) - 0915 MDT
-------------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-ON-DEMAND AIR TAXI              Aircraft Damage                       Injuries
                                                                SUBSTANTIAL                   Fatal   Serious   Minor    None
    Type of Operation           -INSTRUCTIONAL                 Fire                    Crew     0        0        0       2
    Flight Conducted Under      -14 CFR 91                      NONE                   Pass     0        0        0       1
    Accident Occurred During    -TAKEOFF
-------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - CESSNA 441                     Eng Make/Model - GARRETT TPE33184015      ELT Installed/Activated - YES/NO
    Landing Gear   - TRICYCLE-RETRACTABLE           Number Engines -  2                          Stall Warning System - YES
    Max Gross Wt   -    9850                        Engine Type    - TURBOPROP
    No. of Seats   -      11                        Rated Power    -     636 HP
-------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                     Itinerary                                 Airport Proximity
    Wx Briefing       - FSS                          Last Departure Point                      ON AIRPORT
      Method          - TELEPHONE                      COEUR D'ALENE,ID
      Completeness    - FULL                        Destination                              Airport Data
    Basic Weather     - IMC                            BOISE,ID                                  COEUR D'ALENE AIR TERM.
      Wind Dir/Speed- CALM                                                                       Runway Ident      - 19
      Visibility      -      5.0    SM             ATC/Airspace                                  Runway Lth/Wid    -  5400/   75
      Lowest Sky/Clouds  -       600 FT THIN BKN     Type of Flight Plan - IFR                   Runway Surface    - ASPHALT
      Lowest Ceiling         -   900 FT OVERCAST     Type of Clearance   - IFR                   Runway Status     - SNOW - DRY
      Obstructions to Vision- NONE                   Type Apch/Lndg       - NONE                                     SNOW - COMPACTED
      Precipitation          - NONE
      Condition of Light     - DAYLIGHT
-------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                          Age -      35               Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)                Biennial Flight Review                      Flight Time (Hours)
        COMMERCIAL,CFI                          Current           - YES       Total       -    1690         Last 24 Hrs -        1
        SE LAND,ME LAND                         Months Since   - UNK/NR       Make/Model-     330         Last 30 Days- UNK/NR
                                                Aircraft Type - UNK/NR        Instrument-     144         Last 90 Days-     212
                                                                              Multi-Eng -     350

        Instrument Rating(s)   - AIRPLANE
-------------------------------------------------------------------------------------------------------------------------
----Narrative----
ON TAKEOFF RUN, ACFT DRIFTED LEFT OF CENTER LINE, LEFT SEAT PILOT MADE CORRECTIVE RUDDER INPUT THEN RIGHT SEAT
PILOT MADE ADDITIONAL CORRECTIVE INPUT. ACFT YAWED MODERATELY TO LEFT AND CONTACTED A SNOW BERM. ACFT SPUN LEFT
180 DEGREES AND SLID BACKWARD TO A STOP.

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      File No. - 2701      12/21/84    COEUR D' ALENE,ID          A/C Reg. No. N441CF             Time (Lcl) - 0915 MDT
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Occurrence #1         LOSS OF CONTROL - ON GROUND
Phase of Operation    TAKEOFF - GROUND RUN

Finding(s)
   1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
   2. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - SNOW COVERED
------------------------------------------------------------------------------------------------------------------------

Occurrence #2         ON GROUND COLLISION WITH TERRAIN
Phase of Operation    TAKEOFF - GROUND RUN

Finding(s)
   3. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - SNOWBANK
------------------------------------------------------------------------------------------------------------------------
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3
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                              National Transportation Safety Board
                                  Washington, D.C. 20594

                                    Brief of Accident

      File No. - 2702      12/26/84    BOISE,ID                 A/C Reg. No.  CGTQE          Time (Lcl) - 1741 MST
--------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                       Injuries
                                                                SUBSTANTIAL                   Fatal   Serious   Minor    None
     Type of Operation          -PERSONAL                      Fire                   Crew      0        0        0        1
     Flight Conducted Under     -14 CFR 91                      NONE                  Pass      0        0        0        5
     Accident Occurred During   -LANDING
--------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - PIPER PA-34-200T             Eng Make/Model - CONTINENTAL TSIO-360-EB   ELT Installed/Activated - YES/YES
     Landing Gear   - TRICYCLE-RETRACTABLE         Number Engines -  2                             Stall Warning System - YES
     Max Gross Wt   -    4000                      Engine Type    - RECIP-FUEL INJECTED
     No. of Seats   -       6                      Rated Power    -     200 HP
--------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                   Itinerary                                Airport Proximity
     Wx Briefing      - FSS                         Last Departure Point                     OFF AIRPORT/STRIP
       Method         - UNK/NR                        GREAT FALLS,MT
       Completeness   - UNK/NR                     Destination                             Airport Data
     Basic Weather    - VMC                           BOISE,ID                               BOISE AIR TERMINAL
       Wind Dir/Speed- CALM                                                                  Runway Ident      - 28R
       Visibility     -    25.0    SM              ATC/Airspace                              Runway Lth/Wid    -  7400/  150
       Lowest Sky/Clouds  -      4000 FT SCATTERED  Type of Flight Plan - IFR                Runway Surface    - ASPHALT
       Lowest Ceiling        -   9000 FT OVERCAST   Type of Clearance   - IFR                Runway Status     - DRY
       Obstructions to Vision- NONE                 Type Apch/Lndg      - FORCED LANDING
       Precipitation         - NONE
       Condition of Light    - DUSK
--------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                        Age -     37             Medical Certificate - UNK/NR
       Certificate(s)/Rating(s)              Biennial Flight Review                 Flight Time (Hours)
          PRIVATE                               Current        - UNK/NR     Total       -    1145        Last 24 Hrs -       6
          SE LAND,ME LAND                       Months Since   - UNK/NR     Make/Model- UNK/NR           Last 30 Days- UNK/NR
                                                Aircraft Type  - UNK/NR     Instrument-      60          Last 90 Days-      28
                                                                            Multi-Eng -     100

          Instrument Rating(s)  - AIRPLANE
--------------------------------------------------------------------------------------------------------------------
----Narrative----
ON FINAL APPROACH, THE PILOT'S WIFE, ALSO A RATED PILOT, WAS REVIEWING THE LANDING CHECK LIST. AT ITEM "HEATERS
OFF" SHE INADVERTENTLY TURNED FUEL SELECTORS TO OFF. BOTH ENGINES LOST PWR AND PILOT EXECUTED A FORCED LANDING
SHORT OF RUNWAY IN ROUGH TERRAIN, COLLAPSING THE LANDING GEAR.

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Brief of Accident (Continued)

File No. - 2702 12/26/84 BOISE,ID A/C Reg. No. CGTQE Time (Lcl) - 1741 MST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
1. FUEL TANK SELECTOR POSITION - INADVERTENT USE - COPILOT
2. FLUID,FUEL - STARVATION
3. SUPERVISION - IMPROPER - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
4. TERRAIN CONDITION - ROUGH/UNEVEN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3

Factor(s) relating to this accident is/are finding(s) 1,4

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                          National Transportation Safety Board
                                Washington, D.C. 20594

                                   Brief of Accident

    File No. - 2747       9/24/84    WHEELING,IL              A/C Reg. No. N757ZG          Time (Lcl) - 1838 CDT
---------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)         Aircraft Damage                     Injuries
                                                                 DESTROYED                  Fatal   Serious   Minor    None
     Type of Operation          -PERSONAL                       Fire                 Crew     0        1        0        0
     Flight Conducted Under     -14 CFR 91                       NONE                Pass     0        0        0        0
     Accident Occurred During   -DESCENT
---------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - CESSNA 152                 Eng Make/Model - LYCOMING O-235-L2C       ELT Installed/Activated - YES-UNK/NR
     Landing Gear   - TRICYCLE-FIXED             Number Engines -  1                          Stall Warning System - YES
     Max Gross Wt   -    1600                    Engine Type     - RECIPROCATING-CARBURETOR
     No. of Seats   -       2                    Rated Power     -     110 HP
---------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                Itinerary                                Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING    Last Departure Point                     ON AIRPORT
       Method         - N/A                        SAME AS ACC/INC
       Completeness   - N/A                     Destination                             Airport Data
     Basic Weather    - VMC                        SAME AS ACC/INC                        PALWAUKEE
       Wind Dir/Speed- 200/022 KTS                                                       Runway Ident      - 24R
       Visibility     -      4.000 SM           ATC/Airspace                              Runway Lth/Wid   -  3500/   50
       Lowest Sky/Clouds  -     3000 FT SCATTERED  Type of Flight Plan - NONE              Runway Surface   - CONCRETE
       Lowest Ceiling        - NONE               Type of Clearance    - VFR               Runway Status    - WET
       Obstructions to Vision- HAZE               Type Apch/Lndg       - TRAFFIC PATTERN
       Precipitation         - NONE                                      GO AROUND
       Condition of Light    - DUSK
---------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                       Age -     41              Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)             Biennial Flight Review                  Flight Time (Hours)
         STUDENT                              Current        - N/A        Total       -    62      Last 24 Hrs -        1
                                              Months Since   - N/A        Make/Model-     39      Last 30 Days- UNK/NR
                                              Aircraft Type  - N/A        Instrument-      1      Last 90 Days-      39


         Instrument Rating(s)   - NONE
---------------------------------------------------------------------------------------------------------------
----Narrative----
WITNESSES STATED THAT THE ACFT BEGAN TO CLIMB BEFORE IT BANKED TO THE LEFT AND ENTERED A NOSE DOWN ATTITUDE. THE
STUDENT PILOT'S INSTRUCTOR STATED THAT HE WAS AWARE THAT THE FLT WAS TO HAVE TAKEN PLACE THAT EVENING BUT HE
DID NOT DISCUSS WITH THE STUDENT PILOT THE STRONG WIND CONDITIONS THAT HAD BEEN PRESENT THROUGHOUT THE DAY. THE
REPORTED WIND WAS 200 DEGREES AT 20 KTS. THE PILOT WAS ATTEMPTING TO LAND ON RWY 24R.

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Brief of Accident (Continued)

File No. - 2747 9/24/84 WHEELING,IL A/C Reg. No. N757ZG Time (Lcl) - 1838 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)
1. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
2. SUPERVISION - INADEQUATE - FLIGHT INSTRUCTOR(ON GROUND)
3. JUDGEMENT - POOR - PILOT IN COMMAND
4. WEATHER CONDITION - CROSSWIND
5. WEATHER CONDITION - HIGH WIND
6. GO-AROUND - ATTEMPTED - PILOT IN COMMAND
7. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
8. STALL/SPIN - INADVERTENT - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,6,8

Factor(s) relating to this accident is/are finding(s) 2

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                              National Transportation Safety Board
                                  Washington, D.C. 20594

                                     Brief of Accident

    File No. - 2608      10/28/84    AURORA,IL              A/C Reg. No. N3998J          Time (Lcl) - 1430 CST
----------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)       Aircraft Damage                     Injuries
                                                              DESTROYED                 Fatal   Serious   Minor    None
    Type of Operation          -PERSONAL                     Fire                 Crew    0        0        0        1
    Flight Conducted Under     -14 CFR 91                     NONE                Pass    0        0        0        1
    Accident Occurred During   -TAKEOFF
----------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - MOORE QUICKSILVER MX II       Eng Make/Model - ROTAX 503            ELT Installed/Activated - NO -N/A
    Landing Gear   - TRICYCLE-FIXED                Number Engines -  1                      Stall Warning System - NO
    Max Gross Wt   -     700                       Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats   -       2                       Rated Power    -       46 HP
----------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                  Itinerary                               Airport Proximity
    Wx Briefing      - FSS                        Last Departure Point                    OFF AIRPORT/STRIP
      Method         - UNK/NR                       AURORA,IL
      Completeness   - WEATHER NOT PERTINENT      Destination                           Airport Data
    Basic Weather    - VMC                          LOCAL
      Wind Dir/Speed- 360/007 KTS                                                         Runway Ident     - N/A
      Visibility    -    40.0    SM             ATC/Airspace                              Runway Lth/Wid   - N/A
      Lowest Sky/Clouds   -     20000 FT          Type of Flight Plan - NONE              Runway Surface   - N/A
      Lowest Ceiling          - 20000 FT OVERCAST Type of Clearance   - NONE              Runway Status    - N/A
      Obstructions to Vision- NONE                Type Apch/Lndg      - UNK/NR
      Precipitation           - NONE
      Condition of Light      - DAYLIGHT
----------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                        Age -     33            Medical Certificate - EXPIRED
     Certificate(s)/Rating(s)              Biennial Flight Review                  Flight Time (Hours)
       PRIVATE                                Current       - YES       Total        -    505       Last 24 Hrs -       1
       SE LAND                                Months Since  -  2        Make/Model-        25       Last 30 Days- UNK/NR
                                              Aircraft Type - UNK/NR    Instrument-        20       Last 90 Days-      15
                                                                                                    Rotorcraft   -      5

       Instrument Rating(s)  - NONE
----------------------------------------------------------------------------------------------------------------
----Narrative----
PLT LANDED IN OPEN FIELD TO TIGHTEN HIS SCARF, WHICH HAD BECOME LOOSE AND POSED A POSSIBLE HAZARD. A SECOND
ULTRALIGHT LANDED TO SEE OF THE PLT HAD PROBLEMS, THEN DEPARTED TOWARD THE EAST, SUCCESSFULY NEGOTIATING A 10 KT X-WIND.
PLT ELECTED TO TAKEOFF IN SAME DIRECTION. LACK OF HEADWIND COMPONENT PROLONGED THE GROUND RUN AND ACFT ENTERED A
ROUGHER AREA. X-WIND RAISED LEFT WING AS LEFT GEAR STRUCK A DIRT BANK, CAUSING ACFT TO NOSE DOWN INTO TERRAIN.

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Brief of Accident (Continued)

File No. - 2608 10/28/84 AURORA,IL A/C Reg. No. N3998J Time (Lcl) - 1430 CST

Occurrence #1 ON GROUND COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)
1. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - OPEN FIELD
2. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
3. WEATHER CONDITION - CROSSWIND
4. ALL AVAILABLE RUNWAY - MISJUDGED - PILOT IN COMMAND
5. TERRAIN CONDITION - DIRT BANK

Occurrence #2 NOSE DOWN
Phase of Operation TAKEOFF

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4

Factor(s) relating to this accident is/are finding(s) 2,3,5

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                              National Transportation Safety Board
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                                       Brief of Accident

     File No. - 2602       11/17/84    PLATO CENTER,IL             A/C Reg. No. N1407L             Time (Lcl) - 1400 CST
-------------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)          Aircraft Damage                    Injuries
                                                                  SUBSTANTIAL                 Fatal   Serious   Minor    None
     Type of Operation         -PERSONAL                         Fire                  Crew     0        0        0        1
     Flight Conducted Under    -14 CFR 91                         NONE                 Pass     0        0        0        1
     Accident Occurred During  -DESCENT
-------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - BEECH A23                  Eng Make/Model - CONTINENTAL IO-346-A      ELT Installed/Activated - YES/YES
     Landing Gear   - TRICYCLE-FIXED             Number Engines -  1                           Stall Warning System - YES
     Max Gross Wt   -    2350                    Engine Type    - RECIP-FUEL INJECTED
     No. of Seats   -       4                    Rated Power    -     165 HP
-------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                 Itinerary
     Wx Briefing      - NO RECORD OF BRIEFING     Last Departure Point               Airport Proximity
       Method         - N/A                         AURORA,IL                          ON AIRPORT
       Completeness   - N/A                       Destination
     Basic Weather    - VMC                         PLATO CENTER,IL                  Airport Data
       Wind Dir/Speed- 250/008 KTS                                                     OLSON FIELD
       Visibility     -    10.0   SM            ATC/Airspace                           Runway Ident     - 24
       Lowest Sky/Clouds  -     8000 FT SCATTERED  Type of Flight Plan - NONE          Runway Lth/Wid   -  2000/  100
       Lowest Ceiling        - 20000 FT OVERCAST   Type of Clearance   - NONE          Runway Surface   - ASPHALT
       Obstructions to Vision- NONE                Type Apch/Lndg      - FULL STOP     Runway Status    - DRY
       Precipitation         - NONE
       Condition of Light    - DAYLIGHT
-------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                         Age -     39             Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)               Biennial Flight Review                   Flight Time (Hours)
        PRIVATE                                Current        - YES       Total       -    278       Last 24 Hrs - UNK/NR
        SE LAND,ME LAND                        Months Since   -  3        Make/Model-      22       Last 30 Days- UNK/NR
                                               Aircraft Type  - UNK/NR    Instrument-      40       Last 90 Days- UNK/NR
                                                                          Multi-Eng -      37

        Instrument Rating(s)  - NONE
-------------------------------------------------------------------------------------------------------------------------
----Narrative----
ON FINAL APPROACH WITH A 30-DEGREE RIGHT CROSSWIND OF 14-16 KTS, THE PLT EXPERIENCED A LOSS OF HEADWIND COMPONENT AS THE
ACFT PASSED BELOW HEIGHT OF BUILDINGS IN THE WINDSTREAM. POWER WAS NOT ADDED AND THE ACFT SETTLED TO THE GROUND SHORT
OF THE RUNWAY THRESHOLD. THE RIGHT LNDG GEAR ENCOUNTERED A DITCH CAUSING THE ACFT TO SWERVE TO THE RIGHT. THE LEFT GEAR
COLLAPSED UNDER THE IMPOSED SIDE LOAD.

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File No. - 2602   11/17/84   PLATO CENTER,IL   A/C Reg. No. N1407L   Time (Lcl) - 1400 CST

Occurrence #1   LOSS OF CONTROL - IN FLIGHT
Phase of Operation   APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
1. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
2. WEATHER CONDITION - WINDSHEAR
3. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND

Occurrence #2   IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation   DESCENT - UNCONTROLLED

Finding(s)
4. TERRAIN CONDITION - DITCH

Occurrence #3   MAIN GEAR COLLAPSED
Phase of Operation   LANDING

Finding(s)
5. LANDING GEAR,MAIN GEAR - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

Factor(s) relating to this accident is/are finding(s) 2,4

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                           National Transportation Safety Board
                                Washington, D.C. 20594

                                  Brief of Accident

      File No. - 2601      12/09/84    HAMPSHIRE,IL             A/C Reg. No. N7954Z            Time (Lcl) - 1045 CST
--------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)         Aircraft Damage                      Injuries
                                                                 SUBSTANTIAL                  Fatal    Serious    Minor     None
     Type of Operation         -PERSONAL                        Fire                  Crew      0         0         0         1
     Flight Conducted Under    -14 CFR 91                        NONE                 Pass      0         0         0         0
     Accident Occurred During  -LANDING
--------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - CESSNA 150C                   Eng Make/Model - CONTINENTAL O-200-A42    ELT Installed/Activated - YES/YES
     Landing Gear   - TRICYCLE-FIXED                Number Engines -  1                           Stall Warning System - YES
     Max Gross Wt   -    1500                       Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats   -       2                       Rated Power    -     100 HP
--------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                                   Itinerary                               Airport Proximity
      Wx Briefing      - NO RECORD OF BRIEFING       Last Departure Point                    ON AIRPORT
        Method         - N/A                           WILMOT,WI
        Completeness   - N/A                       Destination                           Airport Data
      Basic Weather    - VMC                           HAMPSHIRE,IL                          ESSER
        Wind Dir/Speed- 220/010 KTS                                                          Runway Ident    - 30
        Visibility     -    20.0   SM              ATC/Airspace                              Runway Lth/Wid  -  1450/   30
        Lowest Sky/Clouds  -     CLEAR               Type of Flight Plan - NONE              Runway Surface  - GRASS/TURF
        Lowest Ceiling        - 20000 FT BROKEN      Type of Clearance   - NONE              Runway Status   - WET
        Obstructions to Vision- NONE                 Type Apch/Lndg      - FULL STOP
        Precipitation         - NONE
        Condition of Light    - DAYLIGHT
--------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                          Age -     35              Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)                Biennial Flight Review                    Flight Time (Hours)
         PRIVATE                                 Current          - YES      Total       -     192        Last 24 Hrs - UNK/NR
         SE LAND                                 Months Since     - 23       Make/Model-       76        Last 30 Days- UNK/NR
                                                 Aircraft Type - UNK/NR      Instrument-        7        Last 90 Days-      21

         Instrument Rating(s)  - NONE
--------------------------------------------------------------------------------------------------------------------
----Narrative----
TOUCHDOWN OCCURRED NEARLY HALF-WAY DOWN AIRSTRIP, WHICH WAS WET WITH MELTING FROST. PLT DID NOT ATTEMPT A GO-AROUND,
BUT RELIED ON BRAKING ACTION FOR SAFE COMPLETION OF LANDING ROLL. BRAKING ACTION WAS NIL. ACFT OVERRAN THROUGH A
BARBED-WIRE FENCE AND INTO A PLOWED FIELD WHERE CONTACT WITH FURROWS CAUSED IT TO TIP ONTO THE NOSE AND RIGHT WING.
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File No. - 2601   12/09/84   HAMPSHIRE,IL   A/C Reg. No. N7954Z   Time (Lcl) - 1045 CST

Occurrence #1   OVERRUN
Phase of Operation   LANDING - ROLL

Finding(s)
1. ALTITUDE - MISJUDGED - PILOT IN COMMAND
2. DISTANCE - MISJUDGED - PILOT IN COMMAND
3. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
4. GO-AROUND - DISREGARDED - PILOT IN COMMAND
5. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - WET

Occurrence #2   ON GROUND COLLISION WITH TERRAIN
Phase of Operation   LANDING

Finding(s)
6. TERRAIN CONDITION - ROUGH/UNEVEN

Occurrence #3   NOSE DOWN
Phase of Operation   LANDING

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4

Factor(s) relating to this accident is/are finding(s) 1,2,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2730 12/14/84 HUTCHINSON,KS A/C Reg. No. N6823M Time (Lcl) - 1330 CST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -INSTRUCTIONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	2
Pass	0	0	0	0

----Aircraft Information----

Make/Model - BEECH 300
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 14500
No. of Seats - 19

Eng Make/Model - P&W PT6A60A
Number Engines - 2
Engine Type - TURBOPROP
Rated Power - 1050 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - FSS
Method - TELEPHONE
Completeness - WEATHER NOT PERTINENT
Basic Weather - IMC
Wind Dir/Speed- 340/010 KTS
Visibility - 5.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 800 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - FREEZING DRIZZLE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
WICHITA,KS
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - VOR/TVOR
FULL STOP

Airport Proximity
ON AIRPORT

Airport Data
HUTCHINSON MUNICIPAL
Runway Ident - 31
Runway Lth/Wid - 7001/ 200
Runway Surface - ASPHALT
Runway Status - WET

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL,CFI
SE LAND,ME LAND

Age - 37
Biennial Flight Review
Current - YES
Months Since - 2
Aircraft Type - KC135E

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 5101
Make/Model- 115
Instrument- UNK/NR
Multi-Eng - 4510
Last 24 Hrs - 6
Last 30 Days- UNK/NR
Last 90 Days- 78
Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

----Narrative----

ON LATE FINAL, THE PLT UNDER INSTRUCTION REDUCED PWR SHARPLY TO CORRECT A SLIGHTLY HIGH APPROACH, ADVANCING THE PROPELLER CONTROLS TO FULL INCREASE. THE COMBINATION OF POWER REDUCTION AND INCREASED PROFILE DRAG ON THE PROPELLERS WAS EXCESSIVE FOR THE DESIRED RESULT AND THE ACFT SETTLED TO THE RUNWAY SURFACE DESPITE THE ACTION OF THE INSTRUCTOR PILOT IN ADVANCING THROTTLE. THE ENSUING HARD LANDING CAUSED SUBSTANTIAL DAMAGE TO THE WING SPAR CARRY THROUGH ASSEMBLY.

Brief of Accident (Continued)

File No. - 2730 12/14/84 HUTCHINSON,KS A/C Reg. No. N6823M Time (Lcl) - 1330 CST

Occurrence HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. THROTTLE/POWER CONTROL - IMPROPER USE OF - DUAL STUDENT
2. REMEDIAL ACTION - NOT ATTAINED - PILOT IN COMMAND(CFI)
3. AIRSPEED(VSO) - NOT MAINTAINED - DUAL STUDENT
4. STALL/MUSH - INADVERTENT -

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

Factor(s) relating to this accident is/are finding(s) 2

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                          National Transportation Safety Board
                                Washington, D.C. 20594

                                   Brief of Accident

     File No. - 2668       8/02/84    WOODWORTH,LA              A/C Reg. No. N8304D            Time (Lcl) - 0905 CDT
----------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)       Aircraft Damage
                                                                SUBSTANTIAL                        Injuries
     Type of Operation          -PERSONAL                                               Fatal  Serious  Minor   None
     Flight Conducted Under     -14 CFR 91                     Fire              Crew     0       0       0       1
     Accident Occurred During   -LANDING                        NONE             Pass     0       0       0       1
----------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - PIPER PA-28-181
     Landing Gear   - TRICYCLE-FIXED             Eng Make/Model - LYCOMING O-360-A4M       ELT Installed/Activated - YES/NO
     Max Gross Wt   -    2550                    Number Engines -   1                        Stall Warning System - YES
     No. of Seats   -       4                    Engine Type    - RECIPROCATING-CARBURETOR
                                                 Rated Power    -      180 HP
----------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data
     Wx Briefing      - NO RECORD OF BRIEFING     Itinerary                              Airport Proximity
       Method         - N/A                         Last Departure Point                   OFF AIRPORT/STRIP
       Completeness   - N/A                           PLANO,TX
     Basic Weather    - VMC                         Destination                          Airport Data
       Wind Dir/Speed- 200/005 KTS                    WOODWORTH,LA
       Visibility     -    10.0   SM                                                       Runway Ident      - N/A
       Lowest Sky/Clouds  -       600 FT SCATTERED  ATC/Airspace                            Runway Lth/Wid    -  3700/   60
       Lowest Ceiling          - NONE                Type of Flight Plan - NONE             Runway Surface    - ASPHALT
       Obstructions to Vision- NONE                 Type of Clearance   - NONE             Runway Status     - DRY
       Precipitation           - NONE                Type Apch/Lndg      - TRAFFIC PATTERN
       Condition of Light      - DAYLIGHT                                   FULL STOP
----------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                         Age -     33              Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)               Biennial Flight Review                  Flight Time (Hours)
       PRIVATE                                 Current        - YES        Total       -     89        Last 24 Hrs -        2
       SE LAND                                 Months Since   -  1         Make/Model-     32        Last 30 Days- UNK/NR
                                               Aircraft Type - UNK/NR      Instrument-      4        Last 90 Days-       67

       Instrument Rating(s)  - NONE
----------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT APPROACHED AN UNFAMILIAR AREA AT LESS THAN 500 FT AGL AND LANDED ON AN ABANDONED DRAG RACE STRIP ABOUT
3 MILES FROM THE DEST AIRP. DIRECTIONAL CONTROL WAS LOST VERY SHORTLY AFTER TOUCHDOWN WHEN THE ACFT COLLIDED WITH
DIRT PILES ON THE SURFACE OF THE DRAG STRIP. THE ACFT CAME TO REST AFTER ROLLING INTO A TREE OFF THE EDGE OF THE
STRIP. THE DIRT PILES WERE PLACED ON THE ABANDONED STRIP TO DISCOURAGE AUTOMOBILE RACING. THE PLT WAS ISSUED HIS
CERTIFICATE ON 7-18-84.

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Brief of Accident (Continued)

File No. - 2668   8/02/84   WOODWORTH,LA   A/C Reg. No. N8204D   Time (Lcl) - 0905 CDT

Occurrence #1   ON GROUND COLLISION WITH TERRAIN
Phase of Operation   LANDING - FLARE/TOUCHDOWN

Finding(s)
1. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
2. IMPROPER USE OF FACILITY,LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - PILOT IN COMMAND
3. LANDED AT WRONG AIRPORT - INADVERTENT - PILOT IN COMMAND
4. UNSUITABLE TERRAIN - INADVERTENT USE - PILOT IN COMMAND
5. IMPROPER USE OF FACILITY,TOTAL - PILOT IN COMMAND
6. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - DIRT BANK

Occurrence #2   LOSS OF CONTROL - ON GROUND
Phase of Operation   LANDING - FLARE/TOUCHDOWN

Finding(s)
7. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #3   ON GROUND COLLISION WITH OBJECT
Phase of Operation   LANDING - ROLL

Finding(s)
8. OBJECT - TREE(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 7

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                                National Transportation Safety Board
                                     Washington, D.C. 20594

                                        Brief of Accident

    File No. - 2670        8/06/84     THIBODAUX,LA               A/C Reg. No. N3594H              Time (Lcl) - 0930 CDT
---------------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage
                                                               SUBSTANTIAL                           Injuries
    Type of Operation            -PERSONAL                                             Fatal    Serious    Minor     None
    Flight Conducted Under       -14 CFR 91                   Fire             Crew      0         0          0         1
    Accident Occurred During     -DESCENT                      NONE            Pass      0         0          0         3
---------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model      - MOONEY M20
    Landing Gear    - TRICYCLE-RETRACTABLE       Eng Make/Model - CONTINENTAL TSIO-360-GB   ELT Installed/Activated - YES/NO
    Max Gross Wt    -    2900                    Number Engines -  1                            Stall Warning System - YES
    No. of Seats    -      4                     Engine Type     - RECIP-FUEL INJECTED
                                                 Rated Power     -     210 HP
---------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                  Itinerary                                Airport Proximity
    Wx Briefing      - FSS                        Last Departure Point                     UNK/NR
      Method         - UNK/NR
      Completeness   - UNK/NR                    Destination
    Basic Weather    - IMC                          LOCAL                               Airport Data
      Wind Dir/Speed- CALM
      Visibility     -      7.0   SM                                                       Runway Ident      - UNK/NR
      Lowest Sky/Clouds  -     3000 FT SCATTERED  ATC/Airspace                             Runway Lth/Wid    - UNK/NR
      Lowest Ceiling       -   5000 FT BROKEN      Type of Flight Plan - IFR               Runway Surface    - UNK/NR
      Obstructions to Vision- NONE                Type of Clearance    - IFR               Runway Status     - N/A
      Precipitation          - NONE               Type Apch/Lndg        - UNK/NR
      Condition of Light     - DAYLIGHT
---------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command  -
      Certificate(s)/Rating(s)               Age -      43                Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
         COMMERCIAL                          Biennial Flight Review                   Flight Time (Hours)
         SE LAND                                Current       - YES        Total        -    567         Last 24 Hrs -         1
                                                Months Since  -  5         Make/Model-        66         Last 30 Days- UNK/NR
                                                Aircraft Type - UNK/NR     Instrument-        97         Last 90 Days-        38
                                                                           Multi-Eng -        19

         Instrument Rating(s)  - AIRPLANE
---------------------------------------------------------------------------------------------------------------------------
----Narrative----
AT 0729 CDT THE PLT FILED A FLIGHT PLAN AND OBTAINED A WX BRIEF FORECASTING MOIST UNSTABLE AIR WITH SEVERAL SCATTERED
AND BROKEN CLOUD LAYERS BEGINNING AT 1,500 FT. THE BRIEFER FURTHER ADVISED THE PLT OF THUNDERSTORM ACTIVITY AT
VARIOUS LOCATIONS ALONG THE PROPOSED ROUTE OF FLIGHT. AT 0855, THE ACFT DEPARTED AND CLIMBED TO 8,000 FT. ACCORDING
TO THE PLT, ABOUT 1/2 HR INTO THE FLIGHT A "HEAVY LAYER OF CLOUDS" WERE SEEN AHEAD, AT AND BELOW HIS CRUISING ACT.
A DESCENT TO 4,000 FT WAS REQUESTED AND GRANTED BY ARTCC  AT0926 THE PLT ASKED LAFAYETTE APCH CONTROL WHICH WAY THE WX
WAS MOVING AND THAT THEY WERE IN SOME "ROUGH STUFF". FOR APRX THE NEXT 23 MIN THE ACFT REPEATEDLY ENCOUNTERED AREAS OF
TURBULENCE VIOLENT ENOUGH TO CAUSE SUBSTANTIAL AIRFRAME DAMAGE AND RENDER SOME OF THE FLT INSTRUMENTS INOP. THE ACFT
WAS VECTORED OUT OF THE WX AND TO AN ALTERNATE ARPT. AT 0957 A WX ADVISORY WAS ISSUED WHICH WARNED OF A LINE OF LEVEL 3
TO 5 THUNDERSTORMS ALONG THE ACFT'S ROUTE. HOWEVER, THE PLT TOOK OF AT 0900 & WAS NOT AWARE OF THE ADVISORY
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Brief of Accident (Continued)

File No. - 2670 8/06/84 THIBODAUX,LA A/C Reg. No. N3594H Time (Lcl) - 0930 CDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE

Finding(s)
1. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND
2. WEATHER CONDITION - CLOUDS
3. WEATHER CONDITION - THUNDERSTORM
4. WEATHER CONDITION - LIGHTNING

Occurrence #2 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation CRUISE

Finding(s)
5. FLIGHT/NAV INSTRUMENTS - OTHER
6. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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     File No. - 2705       10/01/84    CHANDELEUR ISL,LA          A/C Reg. No. N4641U           Time (Lcl) - 1000 CDT
------------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)          Aircraft Damage
                                                                 SUBSTANTIAL                          Injuries
    Type of Operation          -PERSONAL                        Fire                    Fatal   Serious   Minor    None
    Flight Conducted Under     -14 CFR 91                        NONE           Crew      0        0        0        1
    Accident Occurred During   -MANEUVERING                                     Pass      0        0        0        0
------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - CESSNA TU206G
    Landing Gear   - FLOAT                   Eng Make/Model - CONTINENTAL TSIO-520-M   ELT Installed/Activated - YES-UNK/NR
    Max Gross Wt   -     3600                Number Engines -   1                         Stall Warning System - YES
    No. of Seats   -        6                Engine Type     - RECIP-FUEL INJECTED
                                             Rated Power     -     310 HP
------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                               Itinerary                                 Airport Proximity
     Wx Briefing       - NO RECORD OF BRIEFING  Last Departure Point                       OFF AIRPORT/STRIP
       Method          - N/A                      MOBILE,AL
       Completeness    - N/A                    Destination                             Airport Data
     Basic Weather     - VMC                      SAME AS ACC/INC
       Wind Dir/Speed- 360/015 KTS                                                        Runway Ident      - N/A
       Visibility     -    15.0   SM          ATC/Airspace                                Runway Lth/Wid    - N/A
       Lowest Sky/Clouds  -     CLEAR           Type of Flight Plan - NONE                Runway Surface    - N/A
       Lowest Ceiling         - NONE            Type of Clearance   - NONE                Runway Status     - N/A
       Obstructions to Vision- NONE             Type Apch/Lndg      - NONE
       Precipitation          - NONE
       Condition of Light     - DAYLIGHT
------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                          Age -     58            Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)                Biennial Flight Review                     Flight Time (Hours)
        PRIVATE                                Current         - YES        Total      -    3000         Last 24 Hrs -      1
        SE LAND,SE SEA                         Months Since    -  4         Make/Model-     3000         Last 30 Days- UNK/NR
                                               Aircraft Type - UNK/NR       Instrument-       45         Last 90 Days-     75

        Instrument Rating(s)  - NONE
------------------------------------------------------------------------------------------------------------------------
----Narrative----
PLT WAS FLYING LOW AND SLOW IN AREA AWAITING ARRIVAL OF BOAT FOR FISHING PARTY. PLT ALLOWED HIS ATTENTION TO BE
DISTRACTED BY SPOTTING FISH & INADVERTENTLY CONTACTED WATER WITH A FLOAT. ACFT CAME TO REST INVERTED IN 6 INCHES
OF WATER.
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Brief of Accident (Continued)

File No. - 2705 10/01/84 CHANDELEUR ISL,LA A/C Reg. No. N4641U Time (Lcl) - 1000 CDT

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

Finding(s)
1. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT,DIVERTED ATTENTION - PILOT IN COMMAND
3. TERRAIN CONDITION - WATER,GLASSY

Occurrence #2 NOSE OVER
Phase of Operation OTHER

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3

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                              National Transportation Safety Board
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                                       Brief of Accident

    File No. - 2707       10/01/84    LULING,LA               A/C Reg. No. N53600           Time (Lcl) - 1010 CST
-----------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)          Aircraft Damage                      Injuries
                                                                 SUBSTANTIAL                Fatal   Serious   Minor    None
    Type of Operation            -PERSONAL                      Fire                  Crew     0        0        0        1
    Flight Conducted Under       -14 CFR 91                      NONE                 Pass     0        0        0        0
    Accident Occurred During     -DESCENT
-----------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - CESSNA 172               Eng Make/Model - LYCOMING O-320-H2AD         ELT Installed/Activated - YES/YES
    Landing Gear   - TRICYCLE-FIXED           Number Engines -  1                            Stall Warning System - YES
    Max Gross Wt   -    2300                  Engine Type     - RECIPROCATING-CARBURETOR
    No. of Seats   -       4                  Rated Power     -     160 HP
-----------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                 Itinerary                                 Airport Proximity
    Wx Briefing       - NO RECORD OF BRIEFING    Last Departure Point                       ON AIRSTRIP
      Method          - N/A
      Completeness    - N/A                    Destination                               Airport Data
    Basic Weather     - VMC                       SAME AS ACC/INC                           CHENEVERT FLD
      Wind Dir/Speed- 010/007 KTS                                                           Runway Ident       - 36
      Visibility      -      7.0    SM         ATC/Airspace                                 Runway Lth/Wid     -  3000/  150
      Lowest Sky/Clouds  -                       Type of Flight Plan - NONE                 Runway Surface     - GRASS/TURF
      Lowest Ceiling        -                    Type of Clearance   - NONE                 Runway Status      - DRY
      Obstructions to Vision  NONE               Type Apch/Lndg      - TRAFFIC PATTERN
      Precipitation         - NONE
      Condition of Light    - UNK/NR
-----------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                     Age -    48               Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)           Biennial Flight Review                 Flight Time (Hours)
       STUDENT                             Current       - N/A        Total       -    90          Last 24 Hrs - UNK/NR
                                           Months Since  - N/A        Make/Model-      90          Last 30 Days- UNK/NR
                                           Aircraft Type - N/A        Instrument-       0          Last 90 Days-      22

       Instrument Rating(s)  - NONE
-----------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT STATED THAT ON FINAL APPROACH A GUST OF WIND CARRIED THE ACFT TO THE RIGHT OF THE RUNWAY. ACFT RIGHT
WING STRUCK A TREE. ACFT YAWED RIGHT AND CONTACTED GROUND IN UNCONTROLLED FLIGHT.
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Brief of Accident (Continued)

File No - 2707 10/01/84 LULING,LA A/C Reg. No. N5360D Time (Lcl) - 1010 CST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
1. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
2. OBJECT - SUBMERGED OBJECT
3. WEATHER CONDITION - GUSTS

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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   File No. - 2625      10/03/84    MORGAN CITY,LA              A/C Reg. No. N2768J            Time (Lcl) - 1800 CDT
--------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                       Injuries
                                                                 SUBSTANTIAL                 Fatal   Serious   Minor    None
     Type of Operation         -PERSONAL                       Fire                   Crew     0        0        0        1
     Flight Conducted Under    -14 CFR 91                        NONE                 Pass     0        0        0        0
     Accident Occurred During  -LANDING
--------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - CESSNA A185E                  Eng Make/Model  - CONTINENTAL IO-520-D     ELT Installed/Activated - YES/YES
     Landing Gear   - FLOAT                         Number Engines -  1                          Stall Warning System - YES
     Max Gross Wt   -    3350                       Engine Type     - RECIP-FUEL INJECTED
     No. of Seats   -       6                       Rated Power     -    300 HP
--------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                                    Itinerary                                 Airport Proximity
     Wx Briefing       - NO RECORD OF BRIEFING        Last Departure Point                      OFF AIRPORT/STRIP
       Method          - N/A                            PATTERSON,LA
       Completeness    - N/A                         Destination                             Airport Data
     Basic Weather     - VMC                            SAME AS ACC/INC                          PIPELINE CANAL
       Wind Dir/Speed- 150/006 KTS                                                               Runway Ident     - N/A
       Visibility     -     7.0   SM                ATC/Airspace                                 Runway Lth/Wid   - N/A
       Lowest Sky/Clouds  -    20000 FT SCATTERED     Type of Flight Plan - NONE                 Runway Surface   - WATER
       Lowest Ceiling          - NONE                 Type of Clearanca   - NONE                 Runway Status    - WET
       Obstructions to Vision- NONE                   Type Apch/Lndg      - FULL STOP                                WATER-CALM
       Precipitation           - NONE
       Condition of Light      - DAYLIGHT
--------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                          Age -     57              Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)                Biennial Flight Review                 Flight Time (Hours)
       PRIVATE                                  Current       - YES       Total     -   3712       Last 24 Hrs - UNK/NR
       SE SEA                                   Months Since  -  5        Make/Model- UNK/NR       Last 30 Days- UNK/NR
                                                Aircraft Type - UNK/NR    Instrument-      0       Last 90 Days- UNK/NR

       Instrument Rating(s)  - NONE
--------------------------------------------------------------------------------------------------------------------
----Narrative----
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PLT ARRIVED AT INTENDED LNDG SITE ON REMOTE PIPELINE CANAL WHERE QUARTER BOAT WAS OPERATING, OVERFLEW SITE AND VISUALLY CHECKED CONDITONS. AFTER 100-150 YDS OF LANDING ROLL, THE RIGHT FLOAT STRUCK A SUBMERGED OBJECT. FLOAT FILLED WITH WATER AND ACFT ROLLED INVERTED BEFORE SINKING.

File No. - 2625   10/03/84   MORGAN CITY,LA   A/C Reg. No. N2768J   Time (Lcl) - 1800 CDT

Occurrence   ON GROUND COLLISION WITH OBJECT
Phase of Operation   LANDING - ROLL

Finding(s)
  1. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - WATER,GLASSY
  2. OBJECT - SUBMERGED OBJECT

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

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                              National Transportation Safety Board
                                    Washington, D.C. 20594

                                      Brief of Accident

    File No. - 2654      10/06/84    MONROE,LA                A/C Reg. No. N4877H            Time (Lcl) - 0500 CDT
--------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)       Aircraft Damage                      Injuries
                                                              DESTROYED                  Fatal   Serious   Minor   None
    Type of Operation          -PERSONAL                     Fire                  Crew     1       0        0       0
    Flight Conducted Under     -14 CFR 91                     NONE                 Pass     1       0        0       0
    Accident Occurred During   -DESCENT
--------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model      - CESSNA 152                 Eng Make/Model - LYCOMING O-235-L2C        ELT Installed/Activated - YES/YES
    Landing Gear    - TAILWHEEL-ALL FIXED        Number Engines -  1                           Stall Warning System - YES
    Max Gross Wt    -    1670                    Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats    -       2                    Rated Power    -     108 HP
--------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                 Itinerary                               Airport Proximity
    Wx Briefing      - FSS                       Last Departure Point                    OFF AIRPORT/STRIP
      Method         - TELEPHONE                   WINNSBORO,LA
      Completeness   - FULL                     Destination                            Airport Data
    Basic Weather    - IMC                         SAME AS ACC/INC
      Wind Dir/Speed- 160/005 KTS                                                         Runway Ident     - N/A
      Visibility     -     4.000 SM            ATC/Airspace                               Runway Lth/Wid   - N/A
      Lowest Sky/Clouds  -                       Type of Flight Plan - NONE               Runway Surface   - N/A
      Lowest Ceiling         -    400 FT BROKEN  Type of Clearance   - NONE               Runway Status    - N/A
      Obstructions to Vision- HAZE               Type Apch/Lndg      - UNK/NR
      Precipitation          - DRIZZLE
      Condition of Light     - NIGHT(DARK)
--------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                       Age -      20           Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)             Biennial Flight Review                 Flight Time (Hours)
        PRIVATE                              Current       - YES        Total      -     279        Last 24 Hrs - UNK/NR
        SE LAND                              Months Since  -  9         Make/Model-      242        Last 30 Days- UNK/NR
                                             Aircraft Type - C-152      Instrument-        4        Last 90 Days- UNK/NR

        Instrument Rating(s)  - NONE
--------------------------------------------------------------------------------------------------------------------
----Narrative----
PRIOR TO DEP THE PLT CONTACTED THE MONROE FSS TWICE REQUESTING A WX BRIEFING. BOTH TIMES VFR FLT WAS NOT RECOMMENDED
DUE TO IFR CONDITIONS WITH LOW CEILINGS EN ROUTE AND FORECAST FOG AT THE DEST. DURING THE SECOND CALL THE PLT STATED
THAT IT WAS CLEAR AT THE DEPARTURE ARPT AND HE BELIEVED HE COULD FLY TO HIS DEST BEFORE THE FORECAST FOG DEVELOPED.
DESPITE THE BRIEFERS REPEATED WARNING THE PLT DEPARTED SHORTLY THEREAFTER. GROUND SCARS INDICATED IMPACT OCCURRED
SLIGHTLY NOSE LOW IN A SHALLOW LEFT TURN. LOCAL LAW ENFORCEMMENT OFFICERS ESTIMATED VISIBILITY OF NO MORE THAN 1/2
MILE IN FOG AT THE TIME OF THE ACCIDENT.

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Brief of Accident (Continued)

File No. - 2654   10/06/84   MONROE,LA   A/C Reg. No. N4877H   Time (Lcl) - 0500 CDT

Occurrence #1   IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation   CRUISE - NORMAL

Finding(s)
1. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
2. WEATHER FORECAST - DISREGARDED - PILOT IN COMMAND
3. FLIGHT INTO KNOWN ADVERSE WEATHER - PERFORMED - PILOT IN COMMAND
4. WEATHER CONDITION - FOG
5. WEATHER CONDITION - LOW CEILING
6. LIGHT CONDITION - DARK NIGHT

Occurrence #2   IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation   DESCENT

Finding(s)
7. TERRAIN CONDITION - GROUND
8. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
9. IMPROPER USE OF EQUIPMENT/AIRCRAFT,SPATIAL DISORIENTATION - PILOT IN COMMAND
10. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,9

Factor(s) relating to this accident is/are finding(s) 4,5,6,10

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National Transportation Safety Board
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Brief of Accident

File No. - 2653 10/21/84 BOGALUSA,LA A/C Reg. No. N5097H Time (Lcl) - 1505 CDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -INSTRUCTIONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

----Aircraft Information----

Make/Model - CESSNA 152
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1670
No. of Seats - 2

Eng Make/Model LYCOMING O-235-L2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 110 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 180/010 KTS
Visibility - 5.0 SM
Lowest Sky/Clouds - 2500 FT
Lowest Ceiling - 2500 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TOUCH AND GO

Airport Proximity
ON AIRPORT

Airport Data
CARR MEM AIR FIELD
Runway Ident - 18
Runway Lth/Wid - 3400/ 100
Runway Surface - ASPHALT
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
STUDENT

Age - 27
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)
Total - 19
Make/Model- 19
Instrument- 0
Last 24 Hrs - 1
Last 30 Days- UNK/NR
Last 90 Days- 4

Instrument Rating(s) - NONE

----Narrative----

THE SOLO STUDENT PLT LANDED 8 TO 10 FT SHORT OF THE RWY AND ROLLED INTO THE ASPHALT LIP OF THE PREPARED SURFACE. TOUCHDOWN OCCURRED IN AN AREA OF CONSTRUCTION LENGTHENING THE RWY.

Brief of Accident (Continued)

File No. - 2653   10/21/84   BOGALUSA,LA   A/C Reg. No. N5097H   Time (Lcl) - 1505 CDT

Occurrence #1   UNDERSHOOT
Phase of Operation   LANDING - FLARE/TOUCHDOWN

Finding(s)
1. JUDGEMENT - POOR - PILOT IN COMMAND
2. PROPER GLIDEPATH - NOT MAINTAINED - PILOT IN COMMAND
3. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT,TOTAL - PILOT IN COMMAND

Occurrence #2   IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation   LANDING - ROLL

Finding(s)
5. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - RUNWAY

Occurrence #3   NOSE GEAR COLLAPSED
Phase of Operation   LANDING - ROLL

Finding(s)
6. LANDING GEAR,NOSE GEAR ASSEMBLY - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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   File No. - 2800       11/26/84     HAMMOND,LA                A/C Reg. No. N7415T               Time (Lcl) - 1701 CST
------------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)      Aircraft Damage                      Injuries
                                                             DESTROYED                    Fatal  Serious   Minor    None
    Type of Operation          -PERSONAL                    Fire                  Crew      1       0        0        0
    Flight Conducted Under     -14 CFR 91                    NONE                 Pass      0       0        0        0
    Accident Occurred During   -MANEUVERING
------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - CESSNA 172A               Eng Make/Model - CONTINENTAL O-300-C      ELT Installed/Activated - YES/YES
    Landing Gear   - TRICYCLE-FIXED            Number Engines -  1                          Stall Warning System - YES
    Max Gross Wt   -   2075                    Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats   -      4                    Rated Power    -    145 HP
------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                  Itinerary                                Airport Proximity
    Wx Briefing       - NO RECORD OF BRIEFING     Last Departure Point                     OFF AIRPORT/STRIP
      Method          - N/A                         KENNEDY,TX
      Completeness    - N/A                       Destination                            Airport Data
    Basic Weather     - VMC                         COVINGTON,LA                            HAMMOND
      Wind Dir/Speed- 145/015 KTS                                                          Runway Ident     - 13
      Visibility      -    10.0   SM            ATC/Airspace                               Runway Lth/Wid   -  5000/  150
      Lowest Sky/Clouds  -                        Type of Flight Plan - NONE               Runway Surface   - ASPHALT
      Lowest Ceiling         -                    Type of Clearance   - NONE               Runway Status    - DRY
      Obstructions to Vision- NONE                Type Apch/Lndg      - STRAIGHT-IN
      Precipitation          - NONE
      Condition of Light     - DAYLIGHT
------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                        Age -     78               Medical Certificate - UNK/NR
      Certificate(s)/Rating(s)              Biennial Flight Review              Flight Time (Hours)
        ATP                                    Current      - UNK/NR      Total        - UNK/NR        Last 24 Hrs  - UNK/NR
        SE LAND                                Months Since - UNK/NR      Make/Model   - UNK/NR        Last 30 Days- UNK/NR
        GLIDER                                 Aircraft Type - UNK/NR     Instrument-  UNK/NR          Last 90 Days- UNK/NR
                                                                          Multi-Eng  - UNK/NR          Rotorcraft   - UNK/NR

        Instrument Rating(s)  - AIRPLANE
------------------------------------------------------------------------------------------------------------------------
----Narrative----
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NON-STOP ENDURANCE FOR THIS MAKE/MODEL IS 4.2 HRS IN NORMAL CRUISE. CALCULATED ETE FOR PLT'S REPORTED ROUTE OF FLIGHT IS 4.0 HRS (NON-STOP, NO WIND, NORMAL CRUISE). TIME FROM INTIAL DEPARTURE TO MISHAP WAS 6.0 HRS. ACFT OF THIS DISCRIPTION WAS OBSERVED TO LAND AT AN EN ROUTE ARPT AND DEPART WITHOUT REFUELING. PLT CALLED UNICOM AT ARPT 25 MILES FROM DESTINATION, REPORTING LOW FUEL STATE. ACFT OBSERVED IN APPARENT POWER-OFF GLIDE ON LONG STRAIGHT-IN TO RUNWAY. ABOUT 1.3 MILES FROM THRESHOLD, ACFT WAS OBSERVED TO ENTER A STEEP DECENDING 270 DEGREE TURN TOWARD SMALL OPEN AREA. INVESTIGATION REVEALED ACFT IMPACTED TREES SHORT OF OPEN AREA IN 90-DEGREE BANK AT ABOUT 25 FT AGL. NO EVIDENCE FUEL ON BOARD AT IMPACT.

File No. - 2800 11/26/84 HAMMOND,LA A/C Reg. No. N7415T Time (Lcl) - 1701 CST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation DESCENT - NORMAL

Finding(s)
1. FUEL CONSUMPTION CALCULATIONS - MISJUDGED - PILOT IN COMMAND
2. IMPROPER DECISION,LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
3. FLUID,FUEL - EXHAUSTION

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)
4. TERRAIN CONDITION - HIGH VEGETATION

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

Factor(s) relating to this accident is/are finding(s) 2,4

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                         National Transportation Safety Board
                               Washington, D.C. 20594

                                  Brief of Accident

   File No. - 2712       12/01/84    BASTROP,LA               A/C Reg. No. N7327M            Time (Lcl) - 1000 CST
--------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                        Injuries
                                                                 SUBSTANTIAL                   Fatal    Serious    Minor     None
     Type of Operation         -PERSONAL                         Fire                  Crew      0         0         1         0
     Flight Conducted Under    -14 CFR 91                          NONE                Pass      0         0         1         0
     Accident Occurred During  -LANDING
--------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model      - CESSNA 175                Eng Make/Model  - CONTINENTAL GO-300-A      ELT Installed/Activated - YES/NO
     Landing Gear    - TRICYCLE-FIXED            Number Engines  -  1                          Stall Warning System - YES
     Max Gross Wt    -    2350                   Engine Type     - RECIPROCATING-CARBURETOR
     No. of Seats    -      4                    Rated Power     -      175 HP
--------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                  Itinerary                                 Airport Proximity
     Wx Briefing     - NO RECORD OF BRIEFING       Last Departure Point                      OFF AIRPORT/STRIP
       Method        - N/A                           BASTROP,LA
       Completeness  - N/A                         Destination                             Airport Data
     Basic Weather   - VMC                           LOCAL
       Wind Dir/Speed- 150/009 KTS                                                            Runway Ident      - N/A
       Visibility    -    10.0   SM              ATC/Airspace                                 Runway Lth/Wid    - N/A
       Lowest Sky/Clouds  -    25000 FT SCATTERED  Type of Flight Plan - NONE                 Runway Surface    - N/A
       Lowest Ceiling        - NONE                Type of Clearance   - NONE                 Runway Status     - N/A
       Obstructions to Vision- NONE                Type Apch/Lndg      - FORCED LANDING
       Precipitation         - NONE
       Condition of Light    - DAYLIGHT
--------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                            Age -     53            Medical Certificate - EXPIRED
      Certificate(s)/Rating(s)                  Biennial Flight Review                 Flight Time (Hours)
         PRIVATE                                   Current        - NO         Total       -     100        Last 24 Hrs - UNK/NR
         SE LAND                                   Months Since   - UNK/NR     Make/Model- UNK/NR          Last 30 Days- UNK/NR
                                                   Aircraft Type  - UNK/NR     Instrument-       0         Last 90 Days- UNK/NR


         Instrument Rating(s)  - NONE
--------------------------------------------------------------------------------------------------------------------
----Narrative----
PLT STATED THAT ON PREFLIGHT A SMALL AMOUNT OF WATER WAS DRAINED FROM EACH WING TANK. ALSO, THE MAIN FUEL STRAINER
WAS DRAINED AND FUEL TANKS WERE TOPPED OFF (17 GALS ADDED). AT ABOUT 500 FT AGL ON INITIAL CLIMB. THE ENGINE QUIT
AND RESTART ATTEMPTS WERE UNSUCCESSFUL. A FORCED LANDING WAS EXECUTED IN A PLOWED FIELD. THE REASON FOR ENGINE
FAILURE WAS REPORTED TO BE WATER IN THE FUEL.
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File No. - 2712 12/01/84 BASTROP,LA A/C Reg. No. N7327M Time (Lcl) - 1000 CST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
2. FUEL SYSTEM - WATER

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)
3. AIRPORT FACILITIES - ROUGH/UNEVEN

---Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2710 12/08/84 SLIDELL,LA A/C Reg. No. N24780 Time (Lcl) - 1325 CST

----Basic Information----
Type Operating Certificate NONE (GENERAL AVIATION)
Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - DESCENT

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	0
Pass	0	1	0	0

----Aircraft Information----
Make/Model - CESSNA 152
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1670
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-L2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 110 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

----Environment/Operations Information----
Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed - 020/005 KTS
Visibility - 6.0 SM
Lowest Sky/Clouds - 25000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision - NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
STENNIS,MS
Destination
NEW ORLEANS,LA

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----
Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 34
Biennial Flight Review
Current - NO
Months Since - 39
Aircraft Type - UNK/NR

Medical Certificate - EXPIRED
Flight Time (Hours)
Total - 274
Make/Model - 25
Instrument - 11
Last 24 Hrs - 1
Last 30 Days - UNK/NR
Last 90 Days - 8

Instrument Rating(s) - NONE

----Narrative----
WHEN THE RENTER PLT ARRIVED AT THE FIXED BASE OPERATOR, HE WAS INFORMED THAT HIS ACFT HAD BEEN FLOWN 1.5 HRS AND HAD NOT BEEN REFUELED. FURTHER, HE WAS TOLD THAT THE ACFT WAS BOOKED BY ANOTHER PLT IN ONE HR. PLT ELECTED TO TAKE THE ACFT WITH PARTIAL FUEL RATHER THAN INCUR REFUELING DELAY, ESTIMATING 2.4 HRS FUEL REMAINING BASED ON FBO INFORMATION. AFTER APPROX 1.5 HRS OF FLT, INCLUDING 4TAKEOFFS, ENG QUIT WHILE IN CRUISE FLT RETURNING TO FBO AIRPORT. PLT ATTEMPTED A FORCED LANDING ON AN INTERSTATE HWY BUT STRUCK A POWER LINE ON FINAL APPROACH. THE ACFT THEN COLLIDED WITH THE GROUND IN UNCONTROLLED FLT. POST-MISHAP INSPECTION SHOWED FUEL TANKS WERE EMPTY.

Brief of Accident (Continued)

File No. - 2710 12/08/84 SLIDELL,LA A/C Reg. No. N24780 Time (Lcl) - 1325 CST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)
1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE,PRESSURE INDUCED BY OTHERS - PILOT IN COMMAND
3. AIRCRAFT SERVICE - NOT PERFORMED - FBO PERSONNEL
4. VISUAL LOOKOUT - MISJUDGED - PILOT IN COMMAND
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - EMERGENCY

Finding(s)
6. OBJECT - WIRE,TRANSMISSION

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4

Factor(s) relating to this accident is/are finding(s) 1,2,3,5,6

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                         National Transportation Safety Board
                               Washington, D.C. 20594

                                  Brief of Accident

     File No. - 2612       2/22/84    BEVERLY,MA              A/C Reg. No. N60132          Time (Lcl) - 1320 EST
-------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                     Injuries
                                                                DESTROYED                  Fatal   Serious   Minor    None
     Type of Operation         -INSTRUCTIONAL                  Fire               Crew      1        1         0        0
     Flight Conducted Under    -14 CFR 91                       NONE              Pass      0        0         0        0
     Accident Occurred During  -DESCENT
-------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model      - BEECH 76                   Eng Make/Model - LYCOMING LO/O-360-A1G6     ELT Installed/Activated - YES/YES
     Landing Gear    - TRICYCLE-RETRACTABLE       Number Engines -  2                          Stall Warning System - YES
     Max Gross Wt    -    3900                    Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats    -       4                    Rated Power    -     180 HP
-------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                Itinerary                                 Airport Proximity
     Wx Briefing       - NO RECORD OF BRIEFING   Last Departure Point                      OFF AIRPORT/STRIP
       Method          - N/A                       SAME AS ACC/INC
       Completeness    - N/A                     Destination                             Airport Data
     Basic Weather     - VMC                       LOCAL                                   BEVERLY
       Wind Dir/Speed- 280/010 KTS                                                         Runway Ident     - 27
       Visibility    -     15.0    SM            ATC/Airspace                              Runway Lth/Wid   -  5001/  150
       Lowest Sky/Clouds  -     15000 FT SCATTERED Type of Flight Plan - NONE              Runway Surface   - MACADAM
       Lowest Ceiling         - NONE              Type of Clearance   - VFR                Runway Status    - DRY
       Obstructions to Vision- NONE               Type Apch/Lndg      - TRAFFIC PATTERN
       Precipitation          - NONE
       Condition of Light     - DAYLIGHT
-------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                    Age -      24              Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)          Biennial Flight Review                  Flight Time (Hours)
        ATP,CFI                           Current       - YES        Total      -    3000       Last 24 Hrs -       0
        SE LAND,ME LAND                   Months Since  - 12         Make/Model-     100       Last 30 Days- UNK/NR
                                          Aircraft Type - UNK/NR     Instrument- UNK/NR        Last 90 Days-       4
                                                                     Multi-Eng -     600       Rotorcraft   - UNK/NR

        Instrument Rating(s)  - AIRPLANE
-------------------------------------------------------------------------------------------------------------------
----Narrative----
A COMMERCIALLY RATED PLT (STUDENT) WAS RECEIVING MULTI-ENG TRAINING FROM AN INSTRUCTOR PLT (CFI). THE STUDENT
STATED THAT ON FINAL APCH TO LANDING, HE NOTICED THE AIRSPEED WAS SLOW WHEN THE CFI SHUT DOWN THE RIGHT ENG BY USING
THE MIXTURE CONTROL. THE ACFT THEN ENTERED A STALL & SUBSEQUENTLY IMPACTED NOSE LOW IN A RESIDENTIAL AREA. THE
STUDENT WAS WEARING HIS SHOULDER HARNESS & SURVIVED THE ACCIDENT WITH EXTENSIVE LACERATIONS & A BROKEN NOSE. THE
CFI WAS NOT WEARING HIS SHOULDER HARNESS; HE SUFFERED MULTIPLE HEAD WOULDS & DIED ABOUT 2 HRS LATER. AN EXAM OF THE
ACFT REVEALED NO PREIMPACT PART FAILURE OR MALFUNCTION.
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Brief of Accident (Continued)

File No. - 2612 2/22/84 BEVERLY,MA A/C Reg. No. N60132 Time (Lcl) - 1320 EST

Occurrence #1 LOSS OF POWER(PARTIAL) - NON-MECHANICAL
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
1. JUDGEMENT - POOR - PILOT IN COMMAND(CFI)
2. IMPROPER DECISION,OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND(CFI)

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
3. REMEDIAL ACTION - INADEQUATE - PILOT IN COMMAND(CFI)
4. AIRCRAFT HANDLING - NOT MAINTAINED -
5. STALL - UNCONTROLLED -

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

Factor(s) relating to this accident is/are finding(s) 2

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                              National Transportation Safety Board
                                  Washington, D.C. 20594

                                      Brief of Accident

     File No. - 2759       9/11/84    NEWBURY,MA                A/C Reg. No. N85819           Time (Lcl) - 1400 EDT
---------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)       Aircraft Damage                          Injuries
                                                              DESTROYED                     Fatal   Serious   Minor    None
    Type of Operation         -PERSONAL                      Fire                    Crew     1        0        0        0
    Flight Conducted Under    -14 CFR 91                      NONE                   Pass     1        0        0        0
    Accident Occurred During  -DESCENT
---------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - AERONCA 11AC                 Eng Make/Model - CONTINENTAL A65          ELT Installed/Activated - NO -N/A
    Landing Gear   - TAILWHEEL-ALL FIXED          Number Engines -  1                          Stall Warning System - NO
    Max Gross Wt   -    1250                      Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats   -       2                      Rated Power    -       65 HP
---------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                  Itinerary                                  Airport Proximity
    Wx Briefing      - NWS                        Last Departure Point                       OFF AIRPORT/STRIP
      Method         - UNK/NR                       METHUEN,MA
      Completeness   - UNK/NR                    Destination                              Airport Data
    Basic Weather    - VMC                          LOCAL
      Wind Dir/Speed- 200/012 KTS                                                          Runway Ident     - N/A
      Visibility    -     15.0   SM             ATC/Airspace                               Runway Lth/Wid   - N/A
      Lowest Sky/Clouds  -       3000 FT SCATTERED  Type of Flight Plan - NONE              Runway Surface   - N/A
      Lowest Ceiling          - NONE               Type of Clearance   - NONE              Runway Status    - N/A
      Obstructions to Vision- NONE                 Type Apch/Lndg      - NONE
      Precipitation           - NONE
      Condition of Light      - DAYLIGHT
---------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                          Age -      62            Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)                Biennial Flight Review                  Flight Time (Hours)
        STUDENT                                 Current         - N/A       Total       -      240        Last 24 Hrs - UNK/NR
                                                Months Since    - N/A       Make/Model- UNK/NR            Last 30 Days- UNK/NR
                                                Aircraft Type - N/A         Instrument-        0          Last 90 Days- UNK/NR


        Instrument Rating(s)   - NONE
---------------------------------------------------------------------------------------------------------------------
----Narrative----
THE STUDENT PLT HAD LOGGED APPROXIMATELY 240 HRS OF FLYING TIME. HE WAS NOT CERTIFICATED TO CARRY PAX. WITNESSES
STATED THAT THEY OBSERVED THE ACFT DESCEND AT A SLOW AIRSPEED TO AN ALT OF 100 FT. THE ACFT THEN MADE A STEEP
BANK TURN TO THE RIGHT AND IMPACTED THE GROUND IN A STEEP NOSE LOW ATTITUDE. A PRIVATE PILOT WITNESS SAID THAT THE
ACFT APPEARED TO BE ON AN APPROACH TO LAND ON THE BEACH WHEN THE TURN WAS MADE & THE ACFT SPUN ABOUT 1/2 TURN BEFORE
GROUND IMPACT.

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File No. - 2759 9/11/84 NEWBURY,MA A/C Reg. No. N85819 Time (Lcl) - 1400 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

1. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND
2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
3. ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
4. STALL/SPIN - INADVERTENT - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2686 10/20/84 MENEMSHA,MA A/C Reg. No. N8063E Time (Lcl) - 1145 EDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

----Aircraft Information----

Make/Model - CESSNA 206
Landing Gear - AMPHIBIAN
Max Gross Wt - 3600
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-520F
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 300 HP

ELT Installed/Activated - YES/NO
Stall Warning System - UNK/NR

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 260/010 KTS
Visibility - 5.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
PLAINVILLE,CT
Destination
MENEMSHA,MA

ATC/Airspace
Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - STRAIGHT-IN
FULL STOP

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident # - N/A
Runway Lth/Wid - N/A
Runway Surface - WATER
Runway Status - WET
WATER - CHOPPY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL,ATP
SE LAND,ME LAND,SE SEA,ME SEA

Age - 58
Biennial Flight Review
Current - YES
Months Since - 11
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total -	5924	Last 24 Hrs -	1
Make/Model-	429	Last 30 Days-	UNK/NR
Instrument-	1036	Last 90 Days-	40
Multi-Eng -	3844	Rotorcraft -	6

Instrument Rating(s) - UNK/NR

----Narrative----

DURING CLIMB OUT WHEN THE PLT NORMALLY RETRACTED THE LANDING GEAR HE WAS COPYING AN IFR CLEARANCE. THE GEAR WERE NOT RETRACTED AND UPON TOUCHDOWN IN THE POND THE FLOAT ACFT NOSED OVER IN THE 8 FT DEEP WATER.

Brief of Accident (Continued)

File No. - 2686 10/20/84 MENEMSHA,MA A/C Reg. No. N8063E Time (Lcl) - 1145 EDT

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. GEAR RETRACTION - NOT PERFORMED - PILOT IN COMMAND
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT,HABIT INTERFERENCE - PILOT IN COMMAND
3. CHECKLIST - NOT FOLLOWED - PILOT IN COMMAND
4. WHEELS DOWN LANDING IN WATER - INADVERTENT - PILOT IN COMMAND

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,4

Factor(s) relating to this accident is/are finding(s) 2,3

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                         National Transportation Safety Board
                               Washington, D.C. 20594

                                  Brief of Accident

      File No. - 2791      12/18/84    STOW,MA               A/C Reg. No. N14315          Time (Lcl) - 1415 EST
----------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                   Injuries
                                                                SUBSTANTIAL              Fatal   Serious   Minor    None
     Type of Operation          -PERSONAL                      Fire               Crew      0       0        0        1
     Flight Conducted Under     -14 CFR 91                      NONE              Pass      0       0        0        0
     Accident Occurred During   -LANDING
----------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - PIPER PA-18-150           Eng Make/Model - LYCOMING O-320-A2A     ELT Installed/Activated - YES/YES
     Landing Gear   - TAILWHEEL-ALL FIXED       Number Engines -  1                       Stall Warning System - YES
     Max Gross Wt   -   1750                    Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats   -      2                    Rated Power    -     150 HP
----------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                 Itinerary                           Airport Proximity
     Wx Briefing       - NO RECORD OF BRIEFING    Last Departure Point                ON AIRPORT
       Method          - N/A                        BEVERLY,MA
       Completeness    - N/A                     Destination                        Airport Data
     Basic Weather     - VMC                        SAME AS ACC/INC                    MINUTE MAN
       Wind Dir/Speed- 330/015 KTS                                                     Runway Ident     - 03
       Visibility    -    15.0  SM               ATC/Airspace                          Runway Lth/Wid   -  2770/   50
       Lowest Sky/Clouds  -    CLEAR               Type of Flight Plan - NONE          Runway Surface   - ASPHALT
       Lowest Ceiling        - NONE                Type of Clearance   - NONE          Runway Status    - DRY
       Obstructions to Vision- NONE                Type Apch/Lndg      - TRAFFIC PATTERN
       Precipitation         - NONE
       Condition of Light    - DAYLIGHT
----------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                        Age -      53            Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)              Biennial Flight Review                  Flight Time (Hours)
         COMMERCIAL,CFI                        Current        - YES      Total       -   2952        Last 24 Hrs -       1
         SE LAND                               Months Since   - 16       Make/Model-    1310        Last 30 Days- UNK/NR
                                               Aircraft Type  - UNK/NR   Instrument-     338        Last 90 Days-      30


         Instrument Rating(s)  - AIRPLANE
----------------------------------------------------------------------------------------------------------------
----Narrative----
PLT STATED THAT AFTER A NORMAL CROSSWIND TOUCHDOWN, THE TAIL SECTION DID NOT DROP AS EXPECTED, BUT ROSE AND
VEERED LEFT. ACFT SWERVED AND FLIPPED INVERTED.

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Brief of Accident (Continued)

File No. - 2791 12/18/84 STOW,MA A/C Reg. No. N14315 Time (Lcl) - 1415 EST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)
1. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
2. WEATHER CONDITION - CROSSWIND
3. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

Occurrence #2 NOSE OVER
Phase of Operation LANDING

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

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                              National Transportation Safety Board
                                   Washington, D.C. 20594

                                      Brief of Accident
    File No. - 2778       9/30/84    CHURCHTON,MD              A/C Reg. No. N5712S              Time (Lcl) - 1500 EDT
-------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)       Aircraft Damage                       Injuries
                                                              SUBSTANTIAL                 Fatal   Serious   Minor    None
    Type of Operation        -PERSONAL                       Fire                  Crew     0        0        0       1
    Flight Conducted Under   -14 CFR 91                       NONE                 Pass     0        0        0       0
    Accident Occurred During -LANDING
-------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model    - SCHWEIZER SGS 2-33          Eng Make/Model - N/A             ELT Installed/Activated - NO -N/A
    Landing Gear  - SKID                        Number Engines - N/A                Stall Warning System - YES
    Max Gross Wt  -    1040                     Engine Type    - N/A
    No. of Seats  -       2                     Rated Power    - N/A
-------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                     Itinerary                              Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING         Last Departure Point                   OFF AIRPORT/STRIP
      Method         - N/A                             CHURCHTON,MD
      Completeness   - N/A                          Destination                          Airport Data
    Basic Weather    - VMC                             LOCAL                                LEE
      Wind Dir/Speed- 360/010 KTS                                                           Runway Ident    - N/A
      Visibility    -    15.0   SM                 ATC/Airspace                             Runway Lth/Wid  - N/A
      Lowest Sky/Clouds -     4000 FT SCATTERED     Type of Flight Plan - NONE              Runway Surface  - N/A
      Lowest Ceiling        - NONE                  Type of Clearance   - NONE              Runway Status   - N/A
      Obstructions to Vision- NONE                  Type Apch/Lndg      - FORCED LANDING
      Precipitation         - NONE
      Condition of Light    - DAYLIGHT
-------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                          Age -     43          Medical Certificate - UNK/NR
     Certificate(s)/Rating(s)                Biennial Flight Review          Flight Time (Hours)
        PRIVATE                                 Current        - YES      Total      -    116       Last 24 Hrs - UNK/NR
        SE LAND                                 Months Since   - UNK/NR   Make/Model-      4       Last 30 Days- UNK/NR
        GLIDER                                  Aircraft Type  - UNK/NR   Instrument-      3       Last 90 Days- UNK/NR


        Instrument Rating(s)  - NONE
-------------------------------------------------------------------------------------------------------------------
----Narrative----
DURING GLIDER TOW CLIMBOUT, ENCOUNTER WITH THERMAL RESULTED IN MOMENTARY TOW ROPE SLACK. TOW ROPE SEPARATED IN
OVERLOAD WHEN SLACK WAS TAKEN UP. GLIDER PLT SELECTED NEAREST OPEN FLD & SET UP LANDING PATTERN. ON DOWNWIND LEG,
PLT NOTED OBSTRUCTIONS IN FLD, ELECTED TO DIVERT TO ANOTHER FLD STRAIGHT AHEAD & RECOGNIZED A DOWNWIND LNDG WOULD
BE REQUIRED. DUE TO DOWNHILL SLOPE IN COMBINATION WITH TAILWIND, LNDG ROLL WENT BEYOND CLEAR AREA INTO HIGHER
GRASS. ACFT COLLIDED WITH HIDDEN STUMP.
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Brief of Accident (Continued)

File No. - 2778 9/30/84 CHURCHTON,MD A/C Reg. No. N5712S Time (Lcl) - 1500 EDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation DESCENT - EMERGENCY

Finding(s)
1. WEATHER CONDITION - TURBULENCE
2. GLIDER LAUNCH/TOW EQUIPMENT - FAILURE,TOTAL

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)
3. ALTITUDE - INADEQUATE - PILOT IN COMMAND
4. TERRAIN CONDITION - DOWNHILL
5. TERRAIN CONDITION - ROUGH/UNEVEN
6. TERRAIN CONDITION - NONE SUITABLE
7. UNSUITABLE TERRAIN - ATTEMPTED - PILOT IN COMMAND

Occurrence #3 OVERRUN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
8. WEATHER CONDITION - TAILWIND
9. COMPENSATION FOR WIND CONDITIONS - NOT POSSIBLE - PILOT IN COMMAND
10. OBJECT - TREE(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3,4,5,6,7,8,9,10

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2741 4/26/84 TURNER,ME A/C Reg. No. N3112A Time (Lcl) - 1130 EST

----Basic Information----

Type Operating Certificate-AIR CARRIER - FLAG/DOMESTIC

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
DESTROYED
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	0	1	0	0

----Aircraft Information----

Make/Model - CESSNA 170B
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2200
No. of Seats - 3

Eng Make/Model - CONTINENTAL C-145-2H
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 145 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 020/018 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 5000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
NORTH CONWAY,NH
Destination
SAME AS ACC/INC

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - GO AROUND

Airport Proximity
ON AIRPORT

Airport Data
TWITCHELL
Runway Ident - 30
Runway Lth/Wid - 2340/ 50
Runway Surface - ASPHALT
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 49
Biennial Flight Review
Current - NO
Months Since - 82
Aircraft Type - C140

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)
Total - 389
Make/Model- 22
Instrument- 5
Last 24 Hrs - 1
Last 30 Days- 6
Last 90 Days- 6

Instrument Rating(s) - NONE

----Narrative----

WITNESSES OBSERVED THE ACFT APPROACH, FLAPS DOWN, FOR LNDG. A FLARE WAS MADE NEAR THE APPROACH END OF THE RUNWAY, THEN THE ACFT BALLOONED TO ABOUT 20 FT AGL AND ONCE MORE DESCENDED TO THE RUNWAY SURFACE. ON TOUCHDOWN, THE RIGHT WING TIP APPEARED TO CONTACT THE GROUND. POWER WAS ADDED AND THE ACFT APPEARED FROM VIEW BEHIND BUILDINGS, IN A CLIMBING ATTITUDE. THERE WERE NO WITNESSES TO THE SUBSEQUENT CRASH. WITNESSES REPORTED A STRONG GUSTY CROSSWIND FROM THE RIGHT AT 25 TO 30 KTS.

Brief of Accident (Continued)

File No. - 2741 4/26/84 TURNER,ME A/C Reg. No. N3112A Time (Lcl) - 1130 EST

Occurrence #1 DRAGGED WING, ROTOR, POD, OR FLOAT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. FLARE - IMPROPER - PILOT IN COMMAND
2. WEATHER CONDITION - HIGH WIND
3. WEATHER CONDITION - CROSSWIND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING

Finding(s)
4. UNDETERMINED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,4

Factor(s) relating to this accident is/are finding(s) 2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2610 7/28/84 WATERVILLE,ME A/C Reg. No. N1JR Time (Lcl) - 1545 EDT

----Basic Information----

Type Operating Certificate-ON-DEMAND AIR TAXI
Name of Carrier -PANARAMA FLIGHT SERVICE,
Type of Operation -NON SCHED,DOMESTIC,PASSENGER
Flight Conducted Under -14 CFR 135
Accident Occurred During -TAKEOFF

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	1	1	0
Pass	0	1	2	0

----Aircraft Information----

Make/Model - GATES LEAR JET 25B
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 15500
No. of Seats - 10

Eng Make/Model - GE 610
Number Engines - 2
Engine Type - TURBOJET
Rated Power - 2950 LBS THRUST

ELT Installed/Activated - YES/NO
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 045/018 KTS
Visibility - 6.0 SM
Lowest Sky/Clouds - 5000 FT SCATTERED
Lowest Ceiling - UNK/NR
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
WATERVILLE,ME
Destination
WHITE PLAINS,NY

ATC/Airspace
Type of Flight Plan - IFR
Type of Clearance - UNK/NR
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data
LAFLEUR
Runway Ident - 05
Runway Lth/Wid - 5000/ 150
Runway Surface - ASPHALT
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
ATP
ME LAND

Age - 61
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 10440
Make/Model- 375
Instrument- 1197
Multi-Eng - 8440
Last 24 Hrs - 0
Last 30 Days- UNK/NR
Last 90 Days- 76

Instrument Rating(s) - AIRPLANE

----Narrative----

DURING PREFLIGHT PREPARATION FOR DEPARTURE FROM A SHORT FIELD THE PLT FAILED TO REMOVE THE PITOT TUBE COVERS. ON TAKEOFF ROLL, THE STALL WARNING LIGHT BEGAN TO FLICKER. PLT NOTED AIRSPEED WAS NOT REGISTERING BUT DID NOT CONSIDER THIS UNUSUAL IN THE EARLY PART OF A TAKEOFF ROLL. PLT TURNED LEFT STALL WARNING SWITCH OFF, THEN BACK ON, WARNING LIGHT REMAINED ON. PLT THEN INITIATED ABORT PROCEDURES, USING FULL REVERSE THRUST AND BRAKES. THE ACFT OVERRAN RUNWAY BY ABOUT 100 FT AND DOWN A ROUGH EMBANKMENT WHICH SEPARATED THE LANDING GEAR.

File No. - 2610 7/28/84 WATERVILLE,ME A/C Reg. No. N1JR Time (Lcl) - 1545 EDT

Occurrence #1 OVERRUN
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)
1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
2. PITOT/STATIC SYSTEM - BLOCKED(TOTAL)
3. AIRSPEED INDICATOR - DISREGARDED - PILOT IN COMMAND
4. WARNING SYSTEM(OTHER) - ENGAGED
5. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND
6. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND

Occurrence #2 COMPLETE GEAR COLLAPSED
Phase of Operation TAKEOFF

Finding(s)
7. TERRAIN CONDITION - DOWNHILL
8. TERRAIN CONDITION - ROUGH/UNEVEN
9. LANDING GEAR - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,5

Factor(s) relating to this accident is/are finding(s) 3,7,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2776 9/18/84 STONINGTON,ME A/C Reg. No. N2052X Time (Lcl) - 1930 EDT

----Basic Information----
Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
DESTROYED
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

----Aircraft Information----
Make/Model - CESSNA 182H
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2800
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-470
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 230 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

----Environment/Operations Information----
Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- UNK/NR
Visibility - UNK/NR
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - UNK/NR
Obstructions to Vision- UNK/NR
Precipitation - UNK/NR
Condition of Light - UNK/NR

Itinerary
Last Departure Point
PORTLAND,ME
Destination
SAME AS ACC/INC

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - STRAIGHT-IN

Airport Proximity
ON AIRPORT

Airport Data
STONINGTON
Runway Ident - 07
Runway Lth/Wid - 2100/ 60
Runway Surface - GRAVEL
Runway Status - DRY

----Personnel Information----
Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 73
Biennial Flight Review
Current - NO
Months Since - 0
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 3000
Make/Model- 3000
Instrument- 0

Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

----Narrative----
PLT WAS DELAYED IN RETURN FLT TO HOME ARPT AND ARRIVED AT THE UNLIGHTED STRIP IN DARKNESS. THE PLT MISJUDGED HIS RUNWAY ALIGNMENT ON APPROACH, COLLIDING WITH TREES 15 FT FROM THE RUNWAY DURING THE LANDING FLARE.

Brief of Accident (Continued)

File No. - 2776 9/18/84 STONINGTON,ME A/C Reg. No. N2052X Time (Lcl) - 1930 EDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. PROPER ALIGNMENT - NOT ATTAINED - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE,VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
3. LIGHT CONDITION - NIGHT
4. AIRPORT FACILITIES,RUNWAY EDGE LIGHTS - UNAVAILABLE
5. TERRAIN CONDITION - HIGH VEGETATION

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2795 12/06/84 MILLINOCKET,ME A/C Reg. No. N699GN Time (Lcl) - 1235 EST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	7

----Aircraft Information----

Make/Model - ROCKWELL GULFSTREAM 690B
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 10325
No. of Seats - 10

Eng Make/Model - GARRETT TPE3315251K
Number Engines - 2
Engine Type - TURBOPROP
Rated Power - 718 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - NWS
Method - TELEPHONE
Completeness - PARTIAL,LMTD BY FCSTR
Basic Weather - IMC
Wind Dir/Speed- 060/010 KTS
Visibility - 1.000 SM
Lowest Sky/Clouds - 500 FT
Lowest Ceiling - 500 FT OBSCURED
Obstructions to Vision- BLOWING SNOW
Precipitation - SNOW
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
PORTLAND,ME
Destination
SAME AS ACC/INC

ATC/Airspace
Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - VOR/TVOR
STRAIGHT-IN

Airport Proximity
ON AIRPORT

Airport Data
MILLINOCKET
Runway Ident - 29
Runway Lth/Wid - 4700/ 150
Runway Surface - SNOW
Runway Status - SNOW - DRY
SNOW - COMPACTED

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL,CFI
SE LAND,ME LAND

Age - 33
Biennial Flight Review
Current - YES
Months Since - 11
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 7235
Make/Model- 1827
Instrument- 770
Multi-Eng - 4988

Last 24 Hrs - 3
Last 30 Days- UNK/NR
Last 90 Days- 155

Instrument Rating(s) - AIRPLANE

----Narrative----

PLT STATED THAT AFTER TOUCHDOWN, ACFT BEGAN A LEFT DRIFT. AS PLT APPLIED CORRECTIVE INPUT, HE NOTED THE LEFT WHEEL WAS IN A SNOW WINDROW, SO ADDITIONAL INPUT WAS MADE TO BREAK WHEEL FREE OF WINDOW. LEFT WHEEL CROSSED WINDROW AS ACFT SWERVED RIGHT BUT PLT WAS UNABLE TO ARREST SWERVE BEFORE NOSE GEAR CONTACTED WINDROW ON RIGHT SIDE, COLLAPSING THE NOSE GEAR. ACFT CONTINUED OFF RIGHT SIDE OF RUNWAY, STRIKING VASI LIGHTS WITH BOTH PROPS AND THE MAIN LNDG GEAR. PLT WAS AWARE ONLY CENTER 75 FT OF 150 FT WIDE RUNWAY HAD BEEN PLOWED AND BELIEVED TOUCHDOWN WAS ON RUNWAY CENTER. A 130 DEGREE RIGHT CROSSWIND OF 10-15 KTS EXISTED AT THE TIME.

Brief of Accident (Continued)

File No. - 2795 12/06/84 MILLINOCKET,ME A/C Reg. No. N699GN Time (Lcl) - 1235 EST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)
1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - SNOW COVERED
3. REMEDIAL ACTION - EXCESSIVE - PILOT IN COMMAND
4. WEATHER CONDITION - CROSSWIND
5. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

Occurrence #2 NOSE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)
6. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - SNOWBANK
7. LANDING GEAR,NOSE GEAR ASSEMBLY - OVERLOAD

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)
8. OBJECT - APPROACH LIGHT/NAVAID

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3,4,5,6,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2764   8/12/84   ALPENA,MI   A/C Reg. No. N98967   Time (Lcl) - 1155 EDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - DESCENT

Aircraft Damage
DESTROYED
Fire
ON GROUND

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	1	0	0	0

----Aircraft Information----

Make/Model - PIPER PA-12
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1750
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 010/008 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - 3000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
ALPENA,MI
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 48
Biennial Flight Review
Current - YES
Months Since - 9
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 800
Make/Model- UNK/NR
Instrument- 0
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

----Narrative----

WITNESSES STATED THAT THE ACFT FLEW AT A VERY LOW ALTITUDE OVER THE LAKE PERFORMING WHAT APPEARED TO BE A SERIES OF STALLS AND RECOVERIES WITH THE ACFT CLIMBING STEEPLY TO APRX 150 FT ABOVE THE LAKE AND THEN DROPPING SHARPLY BACK DOWN WITHIN A FEW FEET OF THE WATER. WITNESSES OBSERVED THE ACFT PULL UP ABRUPTLY AS IT REACHED THE SOUTH SHORELINE WHERE A FOREST OF TREES WERE GROWN TO APRX 100 FT. WITNESSES STATED THAT THE ACFT APPEARED TO STALL AND ROLL SHARPLY TO THE LEFT, DESCENDING INTO THE TREES. THERE WAS NO EVIDENCE OF A MECHANICAL MALFUNCTION OR FAILURE OF THE ACFT STRUCTURE, FLT CONTROLS, ENG OR PROP PRIOR TO IMPACT.

Brief of Accident (Continued)

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File No. - 2764       8/12/84    ALPENA,MI                   A/C Reg. No. N98967              Time (Lcl) - 1155 EDT
------------------------------------------------------------------------------------------------------------------

Occurrence #1          LOSS OF CONTROL - IN FLIGHT
Phase of Operation     MANEUVERING

Finding(s)
  1. JUDGEMENT - POOR - PILOT IN COMMAND
  2.     IMPROPER USE OF PROCEDURE,OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
  3. LOW PASS - PERFORMED - PILOT IN COMMAND
  4. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND
  5. PULL-UP - EXCESSIVE - PILOT IN COMMAND
  6. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
  7. STALL/SPIN - INADVERTENT - PILOT IN COMMAND
------------------------------------------------------------------------------------------------------------------

Occurrence #2          IN FLIGHT COLLISION WITH OBJECT
Phase of Operation     DESCENT - UNCONTROLLED

Finding(s)
  8. OBJECT - TREE(S)
------------------------------------------------------------------------------------------------------------------
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 1,4,6,7

Factor(s) relating to this accident is/are finding(s) 3
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National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2604 10/24/84 BELLEVILLE,MI A/C Reg. No. N3281T Time (Lcl) - 1328 EDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -NON SCHED INTL,CARGO
Flight Conducted Under -14 CFR 135
Accident Occurred During -TAKEOFF

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

----Aircraft Information----

Make/Model - BEECH G-18S
Landing Gear - TAILWHEEL-RETRACTABLE MAINS
Max Gross Wt - 9700
No. of Seats - UNK/NR
Eng Make/Model - P&W R-985-AN14B
Number Engines - 2
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 450 HP
ELT Installed/Activated - YES/NO
Stall Warning System - UNK/NR

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 260/003 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 3000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
BELLEVILLE,MI
Destination
TORONTO,CD

ATC/Airspace
Type of Flight Plan - VFR
Type of Clearance - VFR
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data
WILLOW RUN
Runway Ident - 32
Runway Lth/Wid - 6914/ 160
Runway Surface - CONCRETE
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL,CFI
SE LAND,ME LAND,SE SEA
GLIDER

Age - 25
Biennial Flight Review
Current - YES
Months Since - 4
Aircraft Type - G-18S

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)
Total - 2845
Make/Model- 168
Instrument- 265
Multi-Eng - 950
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 308

Instrument Rating(s) - AIRPLANE

----Narrative----

AFTER REACHING 75 KTS ON TAKEOFF ROLL, THE ACFT GROUND LOOPED TO THE LEFT, SHEARING THE MAIN LANDING GEAR IN SIDE OVERLOAD. PLT STATED LEFT GEAR SEEMED TO BE DRAGGING. INVESTIGATION REVEALED NO EVIDENCE OF PRE-EXISTING BRAKE/WHEEL MALFUNCTION OR FAILURE.

Brief of Accident (Continued)

File No. - 2604 10/24/84 BELLEVILLE,MI A/C Reg. No. N3281T Time (Lcl) - 1328 EDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)
1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

Occurrence #2 MAIN GEAR COLLAPSED
Phase of Operation TAKEOFF

Finding(s)
3. LANDING GEAR,MAIN GEAR - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2609   10/24/84   TECUNSEH,MI   A/C Reg. No. N5299   Time (Lcl) - 1810 EDT

----Basic Information----

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Type of Operation -AERIAL APPLICATION
Flight Conducted Under -14 CFR 137
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

----Aircraft Information----

Make/Model - GRUMMAN G-164A
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3725
No. of Seats - 1

Eng Make/Model - P&W R-985-AN1
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 450 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - UNK/NR

-- -Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 10.0 SM
Lowest Sky/Clouds - 25000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
TECUMSEH,MI
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
AL MEYERS
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND,ME LAND

Age - 33
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)
Total - 730
Make/Model- 93
Instrument- 60
Multi-Eng - 30

Last 24 Hrs - 6
Last 30 Days- UNK/NR
Last 90 Days- 21

Instrument Rating(s) - UNK/NR

----Narrative----

WHILE ON AN AERIAL APPLICATION FLIGHT, THE PLT NOTED A CHANGE IN ENGINE SOUND AND A SLIGHT POWER LOSS. DURING TURN TO RETURN TO THE AIRSTRIP FOR PRECAUTIONARY LNDG, COMPLETE POWER LOSS OCCURRED. A FORCED LANDING WAS EXECUTED IN SOFT TERRAIN. ON LNDG ROLL, THE WHEELS SANK IN THE SOFT TERRAIN AND THE ACFT FLIPPED INVERTED. INVESTIGATION REVEALED THE #5 CYLINDER EXHAUST VALVE ROCKER SHAFT AND BOTH RETAINING NUTS (SAFETY WIRE REQUIRED) WERE MISSING.

File No. - 2609 10/24/84 TECUNSEH,MI A/C Reg. No. N5299 Time (Lcl) - 1810 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)
1. ENGINE ASSEMBLY,VALVE - INOPERATIVE

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)
2. TERRAIN CONDITION - NONE SUITABLE

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)
3. TERRAIN CONDITION - SOFT

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2606 10/03/84 GREENBUSH,MN A/C Reg. No. N37JL Time (Lcl) - 1650 CDT

----Basic Information----

Type Operating Certificate-ON-DEMAND AIR TAXI
Name of Carrier -ARROWHEAD AIRWAYS, INC.
Type of Operation -NON SCHED,DOMESTIC,PASSENGER
Flight Conducted Under -14 CFR 135
Accident Occurred During -TAXI

Aircraft Damage
SUBSTANTIAL
Fire
ON GROUND

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	2

----Aircraft Information----

Make/Model - PIPER PA-23-250
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 5200
No. of Seats - 6

Eng Make/Model - LYCOMING IO-540-C4B5
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 250 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - FSS
Method - TELEPHONE
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed - 240/010 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision - NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
ST. PAUL,MN
Destination
GREENBUSH,MN

ATC/Airspace
Type of Flight Plan - VFR
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity
ON AIRPORT

Airport Data
GREENBUSH MUNICIPAL ARPT.
Runway Ident - 21
Runway Lth/Wid - 1897/ 192
Runway Surface - GRASS/TURF
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL,CFI
SE LAND,ME LAND

Age - 31
Biennial Flight Review
Current - YES
Months Since - 3
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 1945
Make/Model - 162
Instrument - 268
Multi-Eng - 413
Last 24 Hrs - 2
Last 30 Days - UNK/NR
Last 90 Days - 63

Instrument Rating(s) - AIRPLANE

----Narrative----

FOLLOWING AN UNEVENTFUL APPROACH AND LANDING, THE PLT WAS TAXIING BACK UP THE RUNWAY WHEN THE RIGHT ENGINE QUIT. THE RIGHT SEAT PASSENGER IMMEDIATELY NOTED FLAMES COMING FROM THE ENGINE AND NOTIFIED THE PLT, WHO SWUNG THE ACFT INTO POSITON FOR WIND TO KEEP FLAMES FROM THE WING WHILE SECURING BOTH ENGINE FUEL SHUT-OFF VALVES, HEATER FUEL SHUT-OFF AND THE ACFT ELECTRICAL SYSTEM. PLT ORDERED EVACUATION AND ATTEMPTED TO EXTINGUISH FIRE WITH HAND-HELD EXTINGUISHER. FIRE CONTINUED TO BURN FOR ABOUT 15 MINUTES UNTIL LOCAL FIRE DEPT PUT OUT FLAMES. DAMAGE PRECLUDED DETERMINATION OF FIRE SOURCE. BELIEVED TO BE A BROKEN LINE OR SEPARATED FITTING IN THE ENGINE FUEL SYSTEM WHICH ALLOWES A QUANTITY OF FUEL TO COLLECT IN THE NACELLE BEFORE ENGINE QUIT FROM FUEL STARVATION. FIRE IGNITED, AND PLT CLOSED SHUT-OFF VALVE.

File No. - 2606 10/03/84 GREENBUSH,MN A/C Reg. No. N37JL Time (Lcl) - 1650 CDT

Occurrence	FIRE
Phase of Operation	TAXI - FROM LANDING

Finding(s)
1. FUEL SYSTEM - UNDETERMINED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2605 10/23/84 MINNEAPOLIS,MN A/C Reg. No. N9844T Time (Lcl) - 0945 CDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -INSTRUCTIONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage
DESTROYED
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	1	0
Pass	0	0	0	0

----Aircraft Information----

Make/Model - PIPER PA-38-112
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 3600
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-L2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 112 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - FSS
Method - UNK/NR
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 240/008 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
MINNEAPOLIS,MN
Destination
LITCHFIELD,MN

ATC/Airspace
Type of Flight Plan - VFR
Type of Clearance - VFR
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
CRYSTALL
Runway Ident - 23R
Runway Lth/Wid - 2500
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
STUDENT

Age - 23
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 42
Make/Model- 42
Instrument- 1
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 25

Instrument Rating(s) - NONE

----Narrative----

ON INITIAL CLIMB FROM TAKEOFF, THE PLT NOTED THE ENGINE COWLING WAS LOOSE AND VIBRATRING. PLT INITIATED A SHALLOW TURN BACK FOR LANDING BUT PREOCCUPATION WITH THE COWLING CAUSED HIM TO ALLOW THE ACFT TO ENTER A STEEP BANK. DURING THE PLT'S ATTEMPTS TO REDUCE BANK ANGLE, THE STALL WARNING HORN CAME ON. THE PLT'S RESPONSE WAS TO INCREASE BACK PRESSURE ON THE ELEVATOR CONTROL AND APPLY RIGHT RUDDER. THE ACFT STALLED AND DESCENDED TO THE GROUND IN UNCONTROLLED FLIGHT.

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                         Brief of Accident (Continued)

     File No. - 2605      10/23/84    MINNEAPOLIS,MN            A/C Reg. No. N9844T            Time (Lcl) - 0945 CDT
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Occurrence #1          LOSS OF CONTROL - IN FLIGHT
Phase of Operation     TAKEOFF - INITIAL CLIMB

Finding(s)
  1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
  2. MISCELLANEOUS - VIBRATION
  3. PULL-UP - EXCESSIVE - PILOT IN COMMAND
  4       IMPROPER USE OF PROCEDURE,DIVERTED ATTENTION - PILOT IN COMMAND
  5. AIRSPEED(VSO) - NOT MAINTAINED - PILOT IN COMMAND
  6. STALL - UNCONTROLLED - PILOT IN COMMAND
--------------------------------------------------------------------------------------------------------------------

Occurrence #2          IN FLIGHT COLLISION WITH OBJECT
Phase of Operation     DESCENT - UNCONTROLLED

Finding(s)
  7. OBJECT - TREE(S)
--------------------------------------------------------------------------------------------------------------------

Occurrence #3          IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation     DESCENT - UNCONTROLLED

Finding(s)
  8. TERRAIN CONDITION - GROUND
--------------------------------------------------------------------------------------------------------------------
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 3,5

Factor(s) relating to this accident is/are finding(s) 1,2,4
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                          National Transportation Safety Board
                               Washington, D.C. 20594

                                  Brief of Accident

   File No. - 2607     11/03/84   MOORHEAD,MN            A/C Reg. No. N317DK          Time (Lcl) - 1530 CST
-------------------------------------------------------------------------------------------------------------
----Basic Information----
   Type Operating Certificate-NONE (GENERAL AVIATION)      Aircraft Damage                  Injuries
                                                             SUBSTANTIAL              Fatal   Serious   Minor   None
   Type of Operation          -PERSONAL                    Fire                 Crew    0        0        0       1
   Flight Conducted Under     -14 CFR 91                    NONE                Pass    0        0        0       1
   Accident Occurred During   -LANDING
-------------------------------------------------------------------------------------------------------------
----Aircraft Information----
   Make/Model     - KRAGNES ACROSPORT II       Eng Make/Model - LYCOMING O-320          ELT Installed/Activated - NO -N/A
   Landing Gear   - TAILWHEEL-ALL FIXED        Number Engines -  1                        Stall Warning System - NO
   Max Gross Wt   - UNK/NR                     Engine Type    - RECIPROCATING-CARBURETOR
   No. of Seats   -       2                    Rated Power    -     150 HP
-------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                  Itinerary                           Airport Proximity
    Wx Briefing        - NO RECORD OF BRIEFING    Last Departure Point                OFF AIRPORT/STRIP
      Method           - N/A                        GLYDON,MN
      Completeness     - N/A                     Destination                        Airport Data
    Basic Weather      - VMC                        LOCAL
      Wind Dir/Speed- 195/008 KTS                                                     Runway Ident     - N/A
      Visibility      -     10.0    SM           ATC/Airspace                         Runway Lth/Wid   - N/A
      Lowest Sky/Clouds        CLEAR               Type of Flight Plan - NONE         Runway Surface   - N/A
      Lowest Ceiling         -  3500 FT OVERCAST   Type of Clearance   - NONE         Runway Status    - N/A
      Obstructions to Vision- NONE                 Type Apch/Lndg      - FORCED LANDING
      Precipitation          - NONE
      Condition of Light     - DAYLIGHT
-------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                        Age -      32           Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)              Biennial Flight Review                Flight Time (Hours)
        PRIVATE                               Current       - YES      Total      -    394      Last 24 Hrs -       1
        SE LAND                               Months Since  - 13       Make/Model-     95      Last 30 Days- UNK/NR
                                              Aircraft Type - UNK/NR   Instrument-      3      Last 90 Days-       6

        Instrument Rating(s)  - NONE
-------------------------------------------------------------------------------------------------------------
----Narrative----
AFTER 20 MIN FLIGHT, ENGINE LOST POWER DUE TO FUEL EXHAUSTION. PLT EXECUTED FORCED LNDG IN ROUGH FIELD, ACFT NOSED
OVER ON CONTACT WITH UNEVEN TERRAIN DURING LNDG ROLL. PLT STATED HE MUST HAVE MEASURED FUEL QUANTITY INCORRECTLY
DURING LAST REFUELING. ACFT NOT EQUIPPED WITH FUEL GAGE.
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File No. - 2607   11/03/84   MOORHEAD,MN   A/C Reg. No. N317DK   Time (Lcl) - 1530 CST

Occurrence #1   LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation   CRUISE - NORMAL

Finding(s)
1. FUEL SUPPLY - MISJUDGED - PILOT IN COMMAND
2. FLUID,FUEL - EXHAUSTION

Occurrence #2   FORCED LANDING
Phase of Operation   DESCENT - EMERGENCY

Occurrence #3   ON GROUND COLLISION WITH TERRAIN
Phase of Operation   LANDING - ROLL

Finding(s)
3. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - ROUGH/UNEVEN

Occurrence #4   NOSE OVER
Phase of Operation   LANDING

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

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                              National Transportation Safety Board
                                  Washington, D.C. 20594

                                     Brief of Accident

     File No. - 2729      10/25/84    VICKSBURG,MS             A/C Reg. No. N4873Z             Time (Lcl) - 1650 CDT
-------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)          Aircraft Damage                    Injuries
                                                                 DESTROYED                 Fatal   Serious   Minor   None
    Type of Operation          -PERSONAL                        Fire             Crew       0        1        0       0
    Flight Conducted Under     -14 CFR 91                        NONE            Pass       0        1        1       0
    Accident Occurred During   -DESCENT
-------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - PIPER PA-22-108        Eng Make/Model  - LYCOMING O-235-CL          ELT Installed/Activated - YES/YES
    Landing Gear   - TRICYCLE-FIXED         Number Engines  -  1                           Stall Warning System - NO
    Max Gross Wt   -    1650                Engine Type     - RECIPROCATING-CARBURETOR
    No. of Seats   -      2                 Rated Power     -     108 HP
-------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                              Itinerary                                 Airport Proximity
    Wx Briefing     - NO RECORD OF BRIEFING   Last Departure Point                      OFF AIRPORT/STRIP
      Method        - N/A                       SAME AS ACC/INC
      Completeness  - N/A                    Destination                             Airport Data
    Basic Weather   - VMC                      LOCAL                                   VICKSBURG MUNI
      Wind Dir/Speed- 090/004 KTS                                                      Runway Ident     - 19
      Visibility    -    15.0   SM           ATC/Airspace                              Runway Lth/Wid   -  5000/  100
      Lowest Sky/Clouds  -    4000 FT SCATTERED  Type of Flight Plan - NONE            Runway Surface   - ASPHALT
      Lowest Ceiling         - NONE            Type of Clearance   - NONE              Runway Status    - DRY
      Obstructions to Vision- NONE             Type Apch/Lndg      - FORCED LANDING
      Precipitation          - NONE
      Condition of Light     - DAYLIGHT
-------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                        Age -     57              Medical Certificate - NO MEDICAL
     Certificate(s)/Rating(s)              Biennial Flight Review                 Flight Time (Hours)
        PRIVATE                              Current       - UNK/NR    Total        - UNK/NR     Last 24 Hrs  - UNK/NR
        SE LAND                              Months Since  - UNK/NR    Make/Model   - UNK/NR     Last 30 Days - UNK/NR
                                             Aircraft Type - UNK/NR    Instrument   - UNK/NR     Last 90 Days - UNK/NR
                                                                       Multi-Eng    - UNK/NR     Rotorcraft   - UNK/NR

        Instrument Rating(s)  - NONE
-------------------------------------------------------------------------------------------------------------------
----Narrative----
DURING PREFLT, PLT DETECTED WATER IN FUEL SAMPLE. AFTER TAKEOFF, THE ENGINE BEGAN TO RUN ROUGHLY AND ON CROSSWIND LEG
LOST POWER COMPLETELY. PLT STATED THAT ON APPROACH TO FORCED LANDING, HE INTENTIONALLY STRUCK A TREE WITH THE LEFT
WING TO SLOW THE ACFT. INVESTIGATION REVEALED THE CARBURETOR FLOAT CHAMBER TO BE HALF FULL OF WATER.
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Brief of Accident (Continued)

File No. - 2729 10/25/84 VICKSBURG,MS A/C Reg. No. N4873Z Time (Lcl) - 1650 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH - VFR PATTERN - DOWNWIND

Finding(s)
1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
2. FLUID,FUEL - CONTAMINATION
3. FLUID,FUEL - WATER

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - EMERGENCY

Finding(s)
4. MANEUVER - INTENTIONAL - PILOT IN COMMAND
5. OBJECT - TREE(S)

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2735 3/01/84 SALISBURY,NC A/C Reg. No. N454SR Time (Lcl) - UNK/NR

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -UNKNOWN
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1

----Aircraft Information----

Make/Model - AERO COMMANDER 1121
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 17500
No. of Seats - 2

Eng Make/Model - GENERAL CJ-610-1
Number Engines - 2
Engine Type - TURBOJET
Rated Power - 2850 HP

ELT Installed/Activated - UNK/NR
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - UNK/NR
Wind Dir/Speed- UNK/NR
Visibility - UNK/NR
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - UNK/NR
Obstructions to Vision- UNK/NR
Precipitation - UNK/NR
Condition of Light - UNK/NR

Itinerary
Last Departure Point
UNK/NR
Destination
UNK/NR

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - UNK/NR
Type Apch/Lndg - UNK/NR

Airport Proximity
ON AIRPORT

Airport Data
ROWAN CO.
Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - UNK/NR
Runway Status - UNK/NR

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND

Age - 45
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)
Total - UNK/NR
Make/Model- UNK/NR
Instrument- UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR
Rotorcraft - UNK/NR

Instrument Rating(s) - HELICOPTER

----Narrative----

IN MARCH, 1984, N454SR REPORTEDLY SUSTAINED SUBSTANTIAL DAMAGE DURING A HARD LANDING. THE ACCIDENT WAS REPORTED BY A FORMER FAA INSPECTOR ON 11/29/84.

Brief of Accident (Continued)

File No. - 2735 3/01/84 SALISBURY,NC A/C Reg. No. N454SR Time (Lcl) - UNK/NR

Occurrence HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
2. FLARE - MISJUDGED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

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                         National Transportation Safety Board
                               Washington, D.C. 20594

                                  Brief of Accident

   File No. - 2761      3/23/84    CHARLOTTE,NC              A/C Reg. No. N5HE                 Time (Lcl) - 1147 EST
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----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                       Injuries
                                                               SUBSTANTIAL                   Fatal   Serious   Minor    None
     Type of Operation           -PERSONAL                     Fire                  Crew      0        0        0        1
     Flight Conducted Under      -14 CFR 91                    NONE                  Pass      0        0        0        5
     Accident Occurred During    -LANDING
------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model      - MITSUBISHI MU-2B-20          Eng Make/Model - GARRETT TPE-331-A-151    ELT Installed/Activated - YES/NO
     Landing Gear    - TRICYCLE-RETRACTABLE         Number Engines -  2                          Stall Warning System - YES
     Max Gross Wt    -    9920                      Engine Type     - TURBOPROP
     No. of Seats    -       9                      Rated Power     -      705 HP
------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                   Itinerary                                 Airport Proximity
     Wx Briefing       - UNK/NR                     Last Departure Point                      ON AIRPORT
       Method          - UNK/NR                       PITTSBURGH,PA
       Completeness    - WEATHER NOT PERTINENT       Destination                             Airport Data
     Basic Weather     - VMC                            CHARLOTTE,NC                           CHARLOTTE/DOUGLAS INTL.
       Wind Dir/Speed- 020/008 KTS                                                             Runway Ident     - 36
       Visibility     -    15.0   SM              ATC/Airspace                                 Runway Lth/Wid   -  7845/  150
       Lowest Sky/Clouds  -     15000 FT            Type of Flight Plan - IFR                  Runway Surface   - ASPHALT
       Lowest Ceiling        - 15000 FT OVERCAST    Type of Clearance   - IFR                  Runway Status    - DRY
       Obstructions to Vision- NONE                 Type Apch/Lndg      - NONE
       Precipitation         - NONE
       Condition of Light    - DAYLIGHT
------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                           Age  -     42                 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
       Certificate(s)/Rating(s)                 Biennial Flight Review                       Flight Time (Hours)
         COMMERCIAL                                Current        - YES        Total      -   6415       Last 24 Hrs -        3
         SE LAND,ME LAND                           Months Since  - 18          Make/Model-   2645       Last 30 Days- UNK/NR
         HELICOPTER                                Aircraft Type - UNK/NR      Instrument-    398       Last 90 Days-       56
                                                                               Multi-Eng -   3173       Rotorcraft   -    1319

         Instrument Rating(s)     AIRPLANE
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----Narrative----
UPON LANDING THE NOSE LANDING GEAR SHEARED OFF THE ACFT. EXAM OF THE NOSE GEAR REVEALED THAT TWO FATIGUE CRACKS
HAD PROPOGATED TO THE POINT OF TOTAL FAILURE. THE GEAR WAS THE SUBJECT OF AN AIRWORTHINESS DIRECTIVE THAT REQUIRED
INSPECTION OF THE GEAR PERIODICALLY PRIOR TO 4000 HRS TOTAL TIME. THE ACCIDENT LANDING GEAR HAD ACCUMULATED 2371 HRS
TOTAL TIME.
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Brief of Accident (Continued)

File No. - 2761   3/23/84   CHARLOTTE,NC   A/C Reg. No. N5HE   Time (Lcl) - 1147 EST

Occurrence   NOSE GEAR COLLAPSED
Phase of Operation   LANDING - ROLL

Finding(s)
1. LANDING GEAR,NOSE GEAR - FAILURE,TOTAL
2.   MATERIAL INADEQUATE - PRODUCTION/DESIGN PSNL
3. LANDING GEAR,NOSE GEAR - FATIGUE
4.   MAINTENANCE,INSPECTION OF AIRCRAFT - INADEQUATE - COMPANY MAINTENANCE PSNL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2 3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2728 8/05/84 FRANKLIN,NC A/C Reg. No. N5406B Time (Lcl) - 1700 EDT

----Basic Information----
Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -MANEUVERING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

----Aircraft Information----
Make/Model - CESSNA 152
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1670
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-L2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 110 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

----Environment/Operations Information----
Weather Data
Wx Briefing - NWS
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
FRANKLIN,NC
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----
Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 48
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 270
Make/Model - 150
Instrument- UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

----Narrative----
PLT STATED AN ENCOUNTER WITH A DOWNDRAFT AT 3800 FT MSL CAUSED ACFT COLLISION WITH 2300 FT ELEVATION OF RISING TERRAIN. FBO OVERFLEW AREA WITHIN THE HOUR AND REPORTED CALM WINDS AND NO TURBULENCE. WITNESSES HEARD ACFT MANEUVERING AT LOW ALTITUDE IN VALLEY (VICINITY OF PASSENGER'S HOUSE) PRIOR TO MISHAP.

File No. - 2728   8/05/84   FRANKLIN,NC   A/C Reg. No. N5406B   Time (Lcl) - 1700 EDT

Occurrence   IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation   MANEUVERING

Finding(s)

1. CLEARANCE - MISJUDGED - PILOT IN COMMAND
2. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
3. TERRAIN CONDITION - MOUNTAINOUS/HILLY

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2709 11/22/84 OAKS,ND A/C Reg. No. N2759K Time (Lcl) - 1100 CDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

----Aircraft Information----

Make/Model - LUSCOMBE 8E
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1310
No. of Seats - 2

Eng Make/Model - CONTINENTAL C-85-12
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 85 HP

ELT Installed/Activated - YES/NO
Stall Warning System - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 293/006 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 12000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
OAKES,ND
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity
ON AIRSTRIP

Airport Data
PRIVATE AIRSTRIP
Runway Ident - 36
Runway Lth/Wid - UNK/NR
Runway Surface - GRASS/TURF
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND
FREE BALLOON

Age - 26
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - 8E

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 396
Make/Model- 52
Instrument- 12
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 47

Instrument Rating(s) - NONE

----Narrative----

PLT STATED THAT IMMEDIATELY AFTER TOUCHDOWN, THE RIGHT WHEEL SEEMED TO DRAG. RIGHT DRIFT WAS INITIALLY CORRECTED BY USE OF OPPOSITE AILERON TO REDUCE WEIGHT ON RIGHT WHEEL AND RUDDER FOR DIRECTIONAL CONTROL. HOWEVER, AS THE ACFT SLOWED WEIGHT SETTLED ON THE RIGHT WHEEL, THE ACFT SWEREVED TO THE RIGHT AND NOSED OVER. POST-MISHAP EXAMINATION OF ACFT BRAKE REVEALED NO DISCREPANCIES.

Brief of Accident (Continued)

File No. - 2709   11/22/84   OAKS,ND   A/C Reg. No. N2759K   Time (Lcl) - 1100 CDT

Occurrence #1   LOSS OF CONTROL - ON GROUND
Phase of Operation   LANDING - ROLL

Finding(s)
1. LANDING GEAR,NORMAL BRAKE SYSTEM - UNDETERMINED
2. DIRECTIONAL CONTROL   NOT POSSIBLE - PILOT IN COMMAND
3. GROUND LOOP/SWERVE

Occurrence #2   NOSE OVER
Phase of Operation   LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

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National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2617   5/27/84   KEARNEY,NE   A/C Reg. No. N5102Z   Time (Lcl) - 1830 CDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - DESCENT

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	1	0	0
Pass	1	2	1	0

----Aircraft Information----

Make/Model - HUGHES 369D
Landing Gear - HIGH SKID
Max Gross Wt - 2100
No. of Seats - 5

Eng Make/Model - ALLISON 250-C20B
Number Engines - 1
Engine Type - TURBOSHAFT
Rated Power - 420 HP

ELT Installed/Activated - YES/NO
Stall Warning System - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 320/020 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
CORNSTOCK,NE
Destination
KEARNEY,NE

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND,ME LAND
HELICOPTER ,FREE BALLOON

Instrument Rating(s) - AIRPLANE

Age - 54
Biennial Flight Review
Current - YES
Months Since - 4
Aircraft Type - 300

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)
Total - 4142
Make/Model- 22
Instrument- 343
Multi-Eng - 588
Last 24 Hrs - 3
Last 30 Days- 55
Last 90 Days- 102
Rotorcraft - 109

----Narrative----

DURING RETURN TO ARPT FROM A LOCAL FLIGHT, THE PLT DIVERTED TO OBSERVE PROPERTY OF A PERSONAL FRIEND, LOCATED ALONG A RIVER BANK. THE PLT WAS MAKING A RIGHT TURN ABOUT 200 FT AGL AT 40 TO 50 KTS AIRSPEED WHEN VIBRATION WAS FELT IN THE ANTI-TORQUE PEDALS & THE ACFT ENTERED AN UPRIGHT, VERTICAL DESCENT, SPINNING ABOUT THE VERTICAL AXIS UNTIL IMPACTING THROUGH THE ROOF OF A METAL STORAGE BUILDING LOCATED ON THE PROPERTY. AN INVESTIGATION REVEALED NO MECHANICAL FAILURE OR MALFUNCTION EXCEPT FOR A SLIGHT FLUCTATION IN THE FREE TURBINE GOVERNOR & FUEL CONTROL WHEN THE ENGINE WAS TEST RUN IN IT'S POST-CRASH CONDITION. THE PLT OF THE MEDICAL RESCUE HELICOPTER RESPONDING TO THE SCENE STATED HE HAD DIFFICULTY CONTROLLING HIS ACFT IN THE VICINITY OF THE CRASH DUE TO TURBULENCE AND DOWNDRAFTS IN A 20 KT WIND ASSOCIATED WITH DENSE FOREST ALONG THE RIVER.

Brief of Accident (Continued)

File No. - 2617 5/27/84 KEARNEY,NE A/C Reg. No. N5102Z Time (Lcl) - 1830 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)
1. WEATHER CONDITION - TURBULENCE
2. WEATHER CONDITION - DOWNDRAFT
3. IN-FLIGHT PLANNING/DECISION - NOT MAINTAINED - PILOT IN COMMAND
4. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF TOTAL EXPERIENCE IN KIND OF AIRCRAFT - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4

Factor(s) relating to this accident is/are finding(s) 1,2,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2782   6/02/84   CAMPBELL,NE   A/C Reg. No. N70042   Time (Lcl) - 0840 CDT

----Basic Information----

Type Operating Certificate-AGRICULTURAL AIRCRAFT
Type of Operation - AERIAL APPLICATION
Flight Conducted Under - 14 CFR 137
Accident Occurred During - LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

----Aircraft Information----

Make/Model - CESSNA A188B
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 3300
No. of Seats - 1

Eng Make/Model - CONTINENTAL IO-520-D
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 300 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 350/015 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - 10000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - UNK/NR

Itinerary
Last Departure Point
CAMPBELL,NE
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND
HELICOPTER

Instrument Rating(s) - AIRPLANE

Age - 27
Biennial Flight Review
Current - YES
Months Since - 4
Aircraft Type - 47G

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)
Total - 3188
Make/Model - 1434
Instrument- UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - 1
Last 30 Days- 22
Last 90 Days- 51
Rotorcraft - 346

----Narrative----

DURING A FORCED LANDING IN A MILO FIELD, THE SPRAY BAR CAUGHT IN THE CROP, CAUSING THE ACFT TO PITCH NOSE DOWN BEFORE COMING TO A STOP, DAMAGING THE WINGS AND PROPELLER.

Brief of Accident (Continued)

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      File No. - 2782      6/02/84    CAMPBELL,NE              A/C Reg. No. N70042             Time (Lcl) - 0840 CDT
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Occurrence #1          LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation     MANEUVERING - AERIAL APPLICATION

Finding(s)
  1. ENGINE ASSEMBLY,CRANKSHAFT - FATIGUE
--------------------------------------------------------------------------------------------------------------------

Occurrence #2          FORCED LANDING
Phase of Operation     DESCENT - EMERGENCY
--------------------------------------------------------------------------------------------------------------------

Occurrence #3          ON GROUND COLLISION WITH TERRAIN
Phase of Operation     LANDING .

Finding(s)
  2. TERRAIN CONDITION - NONE SUITABLE
  3. TERRAIN CONDITION - CROP
--------------------------------------------------------------------------------------------------------------------

Occurrence #4          NOSE DOWN
Phase of Operation     LANDING - ROLL
--------------------------------------------------------------------------------------------------------------------
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1
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National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2614 7/23/84 BERTRAND,NE A/C Reg. No. N3968E Time (Lcl) - 0730 CDT

----Basic Information----

Type Operating Certificate-AGRICULTURAL AIRCRAFT
Type of Operation -AERIAL APPLICATION
Flight Conducted Under -14 CFR 137
Accident Occurred During -MANEUVERING

Aircraft Damage
DESTROYED
Fire
ON GROUND

Injuries	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	0	0	0	0
Other	0	1	0	0

----Aircraft Information----

Make/Model - PIPER PA-36-375
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 3900
No. of Seats - 1

Eng Make/Model - LYCOMING IO-720-D1C
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 375 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
BERTRAND,NE
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND,ME LAND

Age - 53
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 6275
Make/Model- UNK/NR
Instrument- 0
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

----Narrative----

N3930E AND N3968E HAD DEPARTED AS A FLIGHT OF TWO FOR AERIAL APPLICATION. THERE WAS NO RECORD OF PREFLIGHT BRIEFING OR COORDINATION PLANNING. AT COMPLETION OF OPERATIONS ON THE OBJECT FIELD, N3930E ADVISED N3968E BY RADIO THAT HE WAS MAKING A FINAL CLEANUP SWATH RUN TOWARD THE NORTH ALONG THE WEST BOUNDARY OF THE FIELD. DURING THIS SWATH RUN, HE OBSERVED N3968E HEADED SOUTHBOUND AND TO THE EAST OF HIS POSITION. ON COMPLETION, N3930E PULLED UP, TURNED RIGHT AND BEGAN A DESCENT TO MAKE AN EASTBOUND CLEANUP RUN ALONG THE NORTH BOUNDARY (NO RADIO ADVISORY). THE TWO ACFT COLLIDED HEAD-ON, LEFT WING TO LEFT WING, SEPARATING THE LEFT OUTBOARD WING PANELS. BOTH ROLLED LEFT INTO SUBSEQUENT UNCONTROLLED COLLISION WITH TERRAIN.

File No. - 2614 7/23/84 BERTRAND,NE A/C Reg. No. N3968E Time (Lcl) - 0730 CDT

Occurrence #1 MIDAIR COLLISION
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)
1. CREW/GROUP BRIEFING - NOT PERFORMED - PILOT IN COMMAND
2. CREW/GROUP COORDINATION - NOT MAINTAINED - PILOT IN COMMAND
3. RADIO COMMUNICATIONS - NOT MAINTAINED - PILOT IN COMMAND
4. VISUAL SEPARATION - NOT MAINTAINED - PILOT IN COMMAND
5. VISUAL SEPARATION - NOT MAINTAINED - PILOT OF OTHER AIRCRAFT

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5

Factor(s) relating to this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2614   7/23/84   BERTRAND,NE   A/C Reg. No. N3930E   Time (Lcl) - 0730 CDT

----Basic Information----

Type Operating Certificate-AGRICULTURAL AIRCRAFT
Type of Operation - AERIAL APPLICATION
Flight Conducted Under - 14 CFR 137
Accident Occurred During - MANEUVERING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	1	0	0
Pass	0	0	0	0
Other	1	0	0	0

----Aircraft Information----

Make/Model - PIPER PA 36-375
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 3900
No. of Seats - 1

Eng Make/Model - LYCOMING IO-720-D1C
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 375 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed - CALM
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision - NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
BERTRAND,NE
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND

Age - 34
Biennial Flight Review
Current - YES
Months Since - 13
Aircraft Type - PA28181

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)
Total - 2176
Make/Model - 53
Instrument - 2
Last 24 Hrs - 4
Last 30 Days - 25
Last 90 Days - 53

Instrument Rating(s) - NONE

----Narrative----

N3930E AND N3968E HAD DEPARTED AS A FLIGHT OF TWO FOR AERIAL APPLICATION. THERE AS NO RECORD OF PREFLIGHT BRIEFING OR COORDINATION PLANNING. AT COMPLETION OF OPERATIONS ON THE OBJECT FIELD, N3930E ADVISED N3968E BY RADIO THAT HE WAS MAKING A FINAL CLEANUP SWATH RUN TOWARD THE NORTH ALONG THE WEST BOUNDARY OF THE FIELD. DURING THIS SWATH RUN, HE OBSERVED N3968E HEADED SOUTHBOUND AND TO THE EAST OF HIS POSITION. ON COMPLETION, N3930E PULLED UP, TURNED RIGHT AND BEGAN A DESCENT TO MAKE AN EASTBOUND CLEANUP RUN ALONG THE NORTH BOUNDARY (NO RADIO ADVISORY). THE TWO ACFT COLLIDED HEAD-ON, LEFT WING TO LEFT WING, SEPARATING THE LEFT OUTBOARD WING PANELS. BOTH ROLLED LEFT INTO SUBSEQUENT UNCONTROLLED COLLISION WITH TERRAIN.

Brief of Accident (Continued)

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      File No. - 2614      7/23/84    BERTRAND,NE                  A/C Reg. No. N3930E             Time (Lcl) - 0730 CDT
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Occurrence #1          MIDAIR COLLISION
Phase of Operation     MANEUVERING - AERIAL APPLICATION

Finding(s)
   1. CREW/GROUP BRIEFING - NOT PERFORMED - PILOT IN COMMAND
   2. CREW/GROUP COORDINATION - NOT MAINTAINED - PILOT IN COMMAND
   3. RADIO COMMUNICATIONS - NOT MAINTAINED - PILOT IN COMMAND
   4. VISUAL SEPARATION - NOT MAINTAINED - PILOT IN COMMAND
   5. VISUAL SEPARATION - NOT MAINTAINED - PILOT OF OTHER AIRCRAFT
-------------------------------------------------------------------------------------------------------------------------

Occurrence #2          IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation     DESCENT - UNCONTROLLED
-------------------------------------------------------------------------------------------------------------------------
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 4,5

Factor(s) relating to this accident is/are finding(s) 1,2,3
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National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2725 6/05/84 HAMPTON,NH A/C Reg. No. N95007 Time (Lcl) - 1245 EDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage
SUBSTANTIAL
Fire
ON GROUND

Injuries	Fatal	Serious	Minor	None
Crew	0	1	0	0
Pass	0	0	1	0

----Aircraft Information----

Make/Model - PIPER PA-28-140
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2150
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E2A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 310/008 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
HAMPTON, NH
Runway Ident - 02
Runway Lth/Wid - 2050/ 300
Runway Surface - GRASS/TURF
Runway Status - DRY
HIGH VEGETATION

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 56
Biennial Flight Review
Current - YES
Months Since - 23
Aircraft Type - PA-28

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total -	81	Last 24 Hrs -	2
Make/Model-	81	Last 30 Days-	7
Instrument-	3	Last 90 Days-	17

Instrument Rating(s) - NONE

----Narrative----

PURPOSE OF FLT WAS TO OBTAIN ACTUAL EXPERIENCE IN SHORT/SOFT FIELD OPERATIONS. TAKEOFF WAS INITIATED ON A RUNWAY THAT WAS NOT ONLY SHORT AND SOFT, BUT UPHILL AND WITH A 70 DEGREE LEFT CROSSWIND. UNDER THESE CONDITIONS, ACFT PERFORMANCE WAS INADEQUATE TO CLEAR AN 80 FT TREE 200 FT FROM RUNWAY END. IMPACT WITH TREE SEPARATED RT WING.

Brief of Accident (Continued)

File No. - 2725 6/05/84 HAMPTON,NH A/C Reg. No. N95007 Time (Lcl) - 1245 EDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - SOFT
2. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - UPHILL
3. WEATHER CONDITION - UNFAVORABLE WIND
4. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
5. AIRCRAFT PERFORMANCE,CLIMB CAPABILITY - INADEQUATE
6. PERFORMANCE DATA - MISJUDGED - PILOT IN COMMAND
7. OBJECT - TREE(S)

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,6

Factor(s) relating to this accident is/are finding(s) 1,2,3,5,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2792   7/15/84   NEWMARKET,NH   A/C Reg. No. N1857G   Time (Lcl) - 2055 EDT

----Basic Information----

Type Operating Certificate-ON-DEMAND AIR TAXI
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

----Aircraft Information----

Make/Model - BEECHCRAFT C24R
Landing Gear - TRICYCLE RETRACTABLE
Max Gross Wt - 2750
No. of Seats - 6

Eng Make/Model - LYCOMING IO-360-A1B6
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 200 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - UNK/NR
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DUSK

Itinerary
Last Departure Point
TRENTON,NJ
Destination
PORTLAND,ME

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
UNK/NR

Age - UNK/NR
Biennial Flight Review
Current - YES
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - UNK/NR
Flight Time (Hours)
Total - UNK/NR
Make/Model- UNK/NR
Instrument- 0
Multi-eng - 0
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR
Rotorcraft - 0

Instrument Rating(s) - NONE

----Narrative----

PLT REPORTED LOSS OF POWER IN FLIGHT AND EXECUTED A FORCED LANDING IN A WOODED AREA. REASON FOR THE POWER LOSS WAS NOT DETERMINED.

Brief of Accident (Continued)

File No. - 2792 7/15/84 NEWMARKET,NH A/C Reg. No. N1857G Time (Lcl) - 2055 EDT

Occurrence #1 LOSS OF POWER
Phase of Operation CRUISE

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
2. TERRAIN CONDITION - NONE SUITABLE
3. TERRAIN CONDITION - HIGH TERRAIN
4. OBJECT - TREE(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3,4

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                              National Transportation Safety Board
                                   Washington, D.C. 20594

                                      Brief of Accident

    File No. - 2797      10/07/84    MOULTONBORO,NH             A/C Reg. No. N401GC            Time (Lcl) - 1755 EDT
--------------------------------------------------------------------------------------------------------------------
----Basic Information----
      Type Operating Certificate-ON-DEMAND AIR TAXI           Aircraft Damage                         Injuries
      Name of Carrier           -VERMONT TRAVELERS, INC.        SUBSTANTIAL                    Fatal   Serious    Minor     None
      Type of Operation         -NON SCHED,DOMESTIC,PASSENGER  Fire                      Crew     0       0         0         1
      Flight Conducted Under    -14 CFR 135                     NONE                      Pass     0       0         0         2
      Accident Occurred During  -LANDING
--------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
      Make/Model    - BELL 47G3-B1              Eng Make/Model - LYCOMING VO-435-A1F       ELT Installed/Activated - YES-UNK/NR
      Landing Gear  - TRICYCLE-FIXED            Number Engines -  1                           Stall Warning System - NO
      Max Gross Wt  -    2950                   Engine Type    - RECIPROCATING CARBURETOR
      No. of Seats  -       3                   Rated Power    -     270 HP
--------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                               Itinerary                                  Airport Proximity
      Wx Briefing      - NO RECORD OF BRIEFING   Last Departure Point                       OFF AIRPORT/STRIP
        Method         - N/A                       MOULTONBORO,VT
        Completeness   - N/A                    Destination                              Airport Data
      Basic Weather    - VMC                       LOCAL                                    MOULTONBORO
        Wind Dir/Speed- CALM                                                                Runway Ident     - N/A
        Visibility     -     12.0   SM          ATC/Airspace                                Runway Lth/Wid   - N/A
        Lowest Sky/Clouds  -     CLEAR            Type of Flight Plan - NONE                Runway Surface   - N/A
        Lowest Ceiling        - NONE              Type of Clearance   - NONE                Runway Status    - N/A
        Obstructions to Vision- NONE              Type Apch/Lndg      - FORCED LANDING
        Precipitation         - NONE
        Condition of Light    - DAYLIGHT
--------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                        Age -     44            Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
       Certificate(s)/Rating(s)              Biennial Flight Review                Flight Time (Hours)
          COMMERCIAL                            Current         - YES       Total      -   2229        Last 24 Hrs -        6
          NONE                                  Months Since  -  3          Make/Model-    295        Last 30 Days- UNK/NR
          HELICOPTER                            Aircraft Type - UNK/NR      Instrument-      0        Last 90 Days-     245
                                                                                                      Rotorcraft  -    2220

          Instrument Rating(s)  - HELICOPTER
--------------------------------------------------------------------------------------------------------------------
----Narrative----
ACFT WAS CLIMBING THROUGH A MOUNTAIN SADDLE WHEN THE ENGINE BEGAN TO BACKFIRE AND LOSE POWER. PLT ENTERED
AUTOROTATION & SETTLED INTO TREES ON AUTOROTATIVE FLARE. ENGINE INSPECTION REVEALED #3 CYLINDER INTAKE VALVE
SPRINGS BROKEN.

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File No. - 2797   10/07/84   MOULTONBORO,NH   A/C Reg. No. N401GC   Time (Lcl) - 1755 EDT

Occurrence #1   LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation   CLIMB

Finding(s)
1. ENGINE ASSEMBLY,VALVE - DISABLED

Occurrence #2   FORCED LANDING
Phase of Operation   DESCENT - EMERGENCY

Finding(s)
2. AUTOROTATION - PERFORMED - PILOT IN COMMAND

Occurrence #3   IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation   LANDING

Finding(s)
3. TERRAIN CONDITION - MOUNTAINOUS/HILLY
4. TERRAIN CONDITION - HIGH VEGETATION
5 OBJECT - TREE(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 3,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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File No. - 2682      11/01/84    LACONIA,NH              A/C Reg. No. N32809           Time (Lcl) - 2035 EST
-------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-ON-DEMAND AIR TAXI          Aircraft Damage                       Injuries
    Name of Carrier           -WIGGINS AIRWAYS              DESTROYED                  Fatal   Serious   Minor    None
    Type of Operation         -NON SCHED,DOMESTIC,CARGO    Fire               Crew      0        0        1        0
    Flight Conducted Under    -14 CFR 135                   NONE              Pass      0        0        1        0
    Accident Occurred During  -DESCENT
-------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - BEECH G18S                Eng Make/Model - P&W R-985-AN-14B      ELT Installed/Activated - YES-UNK/NR
    Landing Gear   - TRICYCLE-RETRACTABLE      Number Engines -  2                       Stall Warning System - YES
    Max Gross Wt   -   9700                    Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats   -     10                    Rated Power    -     450 HP
-------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                               Itinerary                          Airport Proximity
    Wx Briefing     - NO RECORD OF BRIEFING    Last Departure Point               OFF AIRPORT/STRIP
      Method        - N/A                        SAME AS ACC/INC
      Completeness  - N/A                     Destination                      Airport Data
    Basic Weather   - VMC                        BOSTON,MA                         LACONIA
      Wind Dir/Speed- 220/004 KTS                                                  Runway Ident     - 26
      Visibility    -   10.0   SM            ATC/Airspace                          Runway Lth/Wid   -  5285/  100
      Lowest Sky/Clouds  -     4500 FT SCATTERED  Type of Flight Plan - VFR        Runway Surface   - ASPHALT
      Lowest Ceiling          - NONE           Type of Clearance   - VFR           Runway Status    - DRY
      Obstructions to Vision- NONE             Type Apch/Lndg      - NONE
      Precipitation           - NONE
      Condition of Light      - NIGHT(DARK)
-------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                     Age -     42            Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)           Biennial Flight Review                Flight Time (Hours)
       COMMERCIAL,ATP,CFI                 Current        - YES     Total      -   7025        Last 24 Hrs -       2
       SE LAND,ME LAND                    Months Since   -  1      Make/Model-      80        Last 30 Days- UNK/NR
                                          Aircraft Type  - UNK/NR  Instrument-     510        Last 90 Days-      37
                                                                   Multi-Eng -    2825

       Instrument Rating(s)  - AIRPLANE
-------------------------------------------------------------------------------------------------------------------
----Narrative----
ACCORDING TO THE PLT, SHORTLY AFTER TAKEOFF THE ACFT BEGAN TO PITCH UP, DECELERATE, AND ROLL RIGHT. HE REDUCED
POWER AND LOWERED THE NOSE IN AN UNSUCCESSFULL ATTEMPT TO REGAIN CONTROL. THERE WERE NO MECHANICAL MALFUNCTIONS
REPORTED.

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Brief of Accident (Continued)

File No. - 2682 11/01/84 LACONIA,NH A/C Reg. No. N32809 Time (Lcl) - 2035 EST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND
2. REMEDIAL ACTION - INITIATED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

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                         National Transportation Safety Board
                              Washington, D.C. 20594

                                 Brief of Accident

  File No. - 2754      1/22/84    PEQUANNOCK,NJ          A/C Reg. No. N8969Z         Time (Lcl) - 1325 EST
------------------------------------------------------------------------------------------------------------
---Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)     Aircraft Damage                         Injuries
                                                            DESTROYED              Fatal   Serious   Minor   None
    Type of Operation          -PERSONAL                   Fire             Crew     1        0        0       0
    Flight Conducted Under     -14 CFR 91                   NONE            Pass     3        0        0       0
    Accident Occurred During   -DESCENT
------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - CESSNA 310G              Eng Make/Model - CONTINENTAL IO-470-D     ELT Installed/Activated - YES/YES
    Landing Gear   - TRICYCLE-RETRACTABLE     Number Engines -  2                          Stall Warning System - YES
    Max Gross Wt   -    4990                  Engine Type    - RECIP-FUEL INJECTED
    No. of Seats   -       6                  Rated Power    -      260 HP
------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                Itinerary                              Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING    Last Departure Point                   OFF AIRPORT/STRIP
      Method         - N/A                        LINCOLN PARK,NJ
      Completeness   - N/A                     Destination                           Airport Data
    Basic Weather    - VMC                        LOCAL
      Wind Dir/Speed- 250/008 KTS                                                       Runway Ident      - N/A
      Visibility    -    15.0   SM             ATC/Airspace                             Runway Lth/Wid    - N/A
      Lowest Sky/Clouds  -    CLEAR              Type of Flight Plan - NONE             Runway Surface    - N/A
      Lowest Ceiling      - NONE                 Type of Clearance   - NONE             Runway Status     - N/A
      Obstructions to Vision- NONE               Type Apch/Lndg      - NONE
      Precipitation       - NONE
      Condition of Light  - DAYLIGHT
------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                      Age -     35             Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)            Biennial Flight Review                 Flight Time (Hours)
        PRIVATE                              Current       - NO           Total        -    817       Last 24 Hrs -     0
        SE LAND,ME LAND,SE SEA               Months Since  - 29           Make/Model-       406       Last 30 Days-     2
                                             Aircraft Type - 206U         Instrument-        46       Last 90 Days-     4
                                                                          Multi-Eng -       492

        Instrument Rating(s)  - NONE
------------------------------------------------------------------------------------------------------------
----Narrative----
AN FBO MECHANIC REPORTED THAT THE PLT HAD REQUESTED A JUMPSTART. THE WX WAS COLD (20 DEG) & THE INITIAL ATTEMPTED ENG
START WAS UNSUCCESSFUL. AFTER BEING PREHEATED, BOTH ENGS WERE STARTED. NOTHING ABNORMAL WAS NOTED DURING TAXI, RUN-UP &
THE TAKEOFF ROLL. HOWEVER, DURING THE INITIAL CLIMB, BLACK SMOKE WAS OBSERVED TRAILING FROM THE LEFT ENG. AT APRX 600 FT
AGL, THE SMOKE STOPPED & THE ACFT ENTERED A SHALLOW LEFT TURN & STARTED TO LOOSE ALT. THE PLT DECLARED AN EMERGENCY &
SAID HE "LOST" HIS LEFT ENG. SUBLSEQUENTLY, THE ACFT WAS OBSERVED TO ROLL, ENTER AN UNCONTROLLED DESCENT & CRASH.
WITNESSES HEARD THE SOUND OF ENG POWER, BUT COULD NOT TELL WHETHER IT WAS FROM 1 OR 2 ENGS. NO PREIMPACT, MECHANICAL
FAILURE WAS FOUND. THERE WAS EVIDENCE THAT THE GEAR WAS EXTENDED, THE FLAPS WERE UP & BOTH PROPS WERE AT A LOW PITCH
(UNFEATHERED) SETTING. THE LEFT PROP BLADES HAD LITTLE ROTATIONAL DAMAGE. A TEST OF THE PLT'S BLOOD SHOWED: COCAINE
0.25 MG/L, BENZOYLECGONINE 3.78 MG/L, MORPHINE 0.32 MG/L, CODEINE 0.07 MG/L & CO2 9.2 TO 18%. THE PLT WAS A HVY SMOKER.
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Brief of Accident (Continued)

File No. - 2754 1/22/84 PEQUANNOCK,NJ A/C Reg. No. N8969Z Time (Lcl) - 1325 EST

Occurrence #1 LOSS OF POWER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. UNDETERMINED

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)
2. EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE,PHYSICAL IMPAIRMENT(DRUGS) - PILOT IN COMMAND
4. GEAR RETRACTION - NOT PERFORMED - PILOT IN COMMAND
5. PROPELLER FEATHERING - NOT PERFORMED - PILOT IN COMMAND
6. AIRSPEED(VMC) - NOT MAINTAINED - PILOT IN COMMAND
7. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
8. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF RECENT EXPERIENCE - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4,5,6,7

Factor(s) relating to this accident is/are finding(s) 3

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                              National Transportation Safety Board
                                   Washington, D.C. 20594

                                     Brief of Accident

    File No. - 2742       4/15/84    TOMS RIVER,NJ             A/C Reg. No. N15VP             Time (Lcl) - 1954 EST
-----------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)          Aircraft Damage                      Injuries
                                                                 DESTROYED                    Fatal   Serious   Minor    None
    Type of Operation          -PERSONAL                        Fire                   Crew     0        1        0        0
    Flight Conducted Under     -14 CFR 91                        ON GROUND             Pass     0        1        0        0
    Accident Occurred During   -APPROACH
-----------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - BEECH 35-C33                   Eng Make/Model - CONTINENTAL IO-470-K     ELT Installed/Activated - NO -N/A
    Landing Gear   - TRICYCLE-RETRACTABLE           Number Engines -  1                          Stall Warning System - YES
    Max Gross Wt   -    3050                        Engine Type    - RECIP-FUEL INJECTED
    No. of Seats   -       4                        Rated Power    -     260 HP
-----------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                   Itinerary                                 Airport Proximity
    Wx Briefing       - FSS                        Last Departure Point                      OFF AIRPORT/STRIP
      Method          - IN PERSON                    NO.MYRTLE BEACH,SC
      Completeness    - FULL                       Destination                             Airport Data
    Basic Weather     - IMC                          TOMS RIVER,NJ                             AIR PARK AIRPORT
      Wind Dir/Speed- 080/009 KTS                                                              Runway Ident     - 06
      Visibility      -     1.500 SM             ATC/Airspace                                  Runway Lth/Wid   -  5953/   80
      Lowest Sky/Clouds  -     PART OBS            Type of Flight Plan - IFR                   Runway Surface   - ASPHALT
      Lowest Ceiling          -   200 FT OVERCAST  Type of Clearance   - IFR                   Runway Status    - WET
      Obstructions to Vision- FOG                  Type Apch/Lndg      - ILS-LOCALIZER
      Precipitation           - RAIN
      Condition of Light      - NIGHT(DARK)
-----------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                         Age -      51                  Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)               Biennial Flight Review                         Flight Time (Hours)
        PRIVATE                                 Current         - YES          Total        -    1543       Last 24 Hrs - UNK/NR
        SE LAND                                 Months Since    - 10           Make/Model-      1543       Last 30 Days- UNK/NR
                                                Aircraft Type - UNK/NR         Instrument- UNK/NR          Last 90 Days- UNK/NR
                                                                               Multi-Eng - UNK/NR          Rotorcraft   - UNK/NR

        Instrument Rating(s)  - AIRPLANE
-----------------------------------------------------------------------------------------------------------------------
----Narrative----
PLT STATED THAT WHEN USING HIS BIFOCAL CORRECTIVE LENSES, HE HAD TO TILT HIS HEAD BACK TO INCLUDE THE ALTIMETER
IN HIS INSTRUMENT SCAN. IN THE FINAL PHASE OF THE APPROACH, HE FAILED TO NOTE THE ALTIMETER AND COLLIDED WITH
THE TERRAIN.

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Brief of Accident (Continued)

File No. - 2742   4/15/84   TOMS RIVER,NJ   A/C Reg. No. N15VP   Time (Lcl) - 1954 EST

Occurrence   IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation   APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)
1. PROPER DESCENT RATE - NOT MAINTAINED - PILOT IN COMMAND
2. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE,PHYSICAL IMPAIRMENT(VISUAL DEFICIENCY) - PILOT IN COMMAND
4. WEATHER CONDITION - LOW CEILING
5. LIGHT CONDITION - DARK NIGHT

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3,4,5

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                          National Transportation Safety Board
                               Washington, D.C. 20594

                                 Brief of Accident

   File No. - 2762      6/19/84    ISLAND BEACH,NJ          A/C Reg. No. N5784M          Time (Lcl) - 0255 EDT
-------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-ON-DEMAND AIR TAXI          Aircraft Damage                   Injuries
     Name of Carrier           -RACO HELCIOPTERS, CORP      DESTROYED               Fatal   Serious   Minor    None
     Type of Operation         -NON SCHED,DOMESTIC,PASSENGER  Fire          Crew      2        0        0        0
     Flight Conducted Under    -14 CFR 135                  NONE            Pass      1        0        0        0
     Accident Occurred During  -MANEUVERING
-------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model    - AEROSPATIALE AS-350D        Eng Make/Model - LYCOMING LTS-101-600A2    ELT Installed/Activated - NO -N/A
     Landing Gear  - SKID                        Number Engines -  1                          Stall Warning System - NO
     Max Gross Wt  -    4300                     Engine Type     - TURBOSHAFT
     No. of Seats  -       5                     Rated Power     -     459 LBS THRUST
-------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                     Itinerary                              Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING         Last Departure Point                   OFF AIRPORT/STRIP
       Method         - N/A
       Completeness   - N/A                         Destination                           Airport Data
     Basic Weather    - VMC                           GARDEN CITY,NY
       Wind Dir/Speed- 290/005 KTS                                                           Runway Ident     - N/A
       Visibility    -     4.000 SM                 ATC/Airspace                             Runway Lth/Wid   - N/A
       Lowest Sky/Clouds  -       400 FT SCATTERED    Type of Flight Plan - NONE             Runway Surface   - N/A
       Lowest Ceiling       -  2200 FT BROKEN         Type of Clearance   - NONE             Runway Status    - N/A
       Obstructions to Vision- FOG                    Type Apch/Lndg      - NONE
       Precipitation        - HAIL
       Condition of Light   - NIGHT(DARK)
-------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                          Age -      45               Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)                Biennial Flight Review                  Flight Time (Hours)
        COMMERCIAL                              Current         - YES       Total      -   2186       Last 24 Hrs -       1
        NONE                                    Months Since  -  5          Make/Model-      38       Last 30 Days-      53
        HELICOPTER                              Aircraft Type - 206         Instrument-      52       Last 90 Days-     161
                                                                                                      Rotorcraft  -    2186

        Instrument Rating(s)  - NONE
-------------------------------------------------------------------------------------------------------------
----Narrative----
THE ON-DEMAND AIR TAXI FLT DEPARTED FOR GARDEN CITY WITH ONE PAX. THE REPORTED WEATHER AT THE APRX TIME OF THE ACCIDENT
INDICATED LOW CLOUDS, THUNDERSTORM ACTIVITY INCLUDING RAIN AND LIGHTING. ONE WITNESS STATED THAT HE OBSERVED THE
HELICOPTER FLYING AT AN ALTITUDE OF APRX 60 TO 80 FEET ABOVE THE WATER. THE HELICOPTER WRECKAGE WAS FOUND THE NEXT DAY
ON THE BEACH. THE FLT HAD DELAYED ITS DEPARTUE FROM BADER AFTER A LATE SPECIAL FLT TO ACCOMIDATE ITS PAX. AT THE
REQUEST OF THE PAX THE CREW DELAYED THEIR FINAL DEPARTURE OF THE FLT. LATER IN THE TERMINAL THIS DECISION WAS CHANGED
AFTER THE CREW CHECKED THE WX. THE CREW PREVAILED UPON THE PAX TO ALLOW AN IMMEDIATE DEPARTURE DUE TO DETERIORATING WX.
SHORTLY AFTER THEIR DEPARTURE A PHONE CALL FROM RACO WAS RECEIVED BY THE BADER DISPATCHER INQUIRING ABOUT THE FLT AND
ADVISING THEM TO CANCEL DEPARTURE BECAUSE OF THE WX. THIS CALL REPORTEDLY CAME IN BET 0200-0230. WITNESS STATEMENTS VARY
ON TIMES CONCERNING THE FLT.
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Brief of Accident (Continued)

File No. - 2762   6/19/84   ISLAND BEACH,NJ   A/C Reg. No. N5784M   Time (Lcl) - 0255 EDT

Occurrence #1   IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation   MANEUVERING

Finding(s)
1. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
2. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
3. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND
4. LIGHT CONDITION - DARK NIGHT
5. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
6. WEATHER CONDITION - CLOUDS
7. WEATHER CONDITION - LOW CEILING
8. WEATHER CONDITION - TURBULENCE(THUNDERSTORMS)

Occurrence #2   IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation   MANEUVERING

Finding(s)
9. ALTITUDE - IMPROPER - PILOT IN COMMAND
10. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
11. TERRAIN CONDITION - WATER,ROUGH

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,5,9,10

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2611   6/25/84   MARLBORO,NJ   A/C Reg. No. N40921   Time (Lcl) - 1900 EDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	1	0

----Aircraft Information----

Make/Model - PIPER PA-28-140
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2150
No. of Seats - 2

Eng Make/Model - LYCOMING O-320-E2A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- VARIABLE
Visibility - UNK/NR
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
MARLBORO,NJ
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
MARLBORO
Runway Ident - 27
Runway Lth/Wid - 2170/ 40
Runway Surface - ASPHALT
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 50
Biennial Flight Review
Current - YES
Months Since - 12
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 363
Make/Model- 301
Instrument- 10
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 16

Instrument Rating(s) - NONE

----Narrative----

ON INITIAL CLIMB AFTER TAKEOFF, PLT NOTED A LOSS OF CLIMB PERFORMANCE, EXECUTED STEEP 180 DEGREE TURN TO AVOID HIGH VOLTAGE LINES ON RISING TERRAIN AHEAD. THIS MANEUVER, COUPLED WITH REDUCED POWER RESULTED IN AN AIRSPEED DECREASE TO NEAR STALL SPEED. PLT LOWERED THE NOSE TO PREVENT STALL, COLLIDED WITH TREE TOPS AND LOST FLYING SPEED. PLT MANAGED TO KEEP ACFT UPRIGHT DURING ENSUING MUSH INTO OPEN FIELD BUT GEAR COLLAPSED ON TOUCHDOWN DUE TO HIGH DESCENT RATE. INVESTIGATION REVEALED INNER FLAME TUBE IN MUFFLER HAD DISLODGED, PARTIALLY BLOCKING EXHAUST OUTLET AND RESULTING IN EXCESSIVE ENGINE BACK PRESSURE.

Brief of Accident (Continued)

File No. - 2611 6/25/84 MARLBORO,NJ A/C Reg. No. N40921 Time (Lcl) - 1900 EDT

Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. EXHAUST SYSTEM - BLOCKED(PARTIAL)
2. AIRCRAFT PERFORMANCE,CLIMB CAPABILITY - DETERIORATED

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)
3. TERRAIN CONDITION - RISING
4. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
5. OBJECT - TREE(S)
6. STALL/MUSH

Occurrence #3 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
7. AIRCRAFT HANDLING - NOT POSSIBLE - PILOT IN COMMAND
8. TERRAIN CONDITION - OPEN FIELD

Occurrence #4 COMPLETE GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
9. LANDING GEAR - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3,4,5,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2793 8/04/84 MANAHAWKIN,NJ A/C Reg. No. N2273F Time (Lcl) - 1905 EDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

----Aircraft Information----

Make/Model - CESSNA 310L
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 5200
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-470-V
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 260 HP

ELT Installed/Activated - UNK/NR
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- UNK/NR
Visibility - 3.000 SM
Lowest Sky/Clouds - PART OBS
Lowest Ceiling - 9000 FT BROKEN
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DUSK

Itinerary
Last Departure Point
ERWINNA,PA
Destination
SAME AS ACC/INC

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity
ON AIRPORT

Airport Data
MANAHAWKIN
Runway Ident - 22
Runway Lth/Wid - 2696/ 50
Runway Surface - ASPHALT
Runway Status DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
UNK/NR

Age - UNK/NR
Biennial Flight Review
Current - YES
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - UNK/NR
Flight Time (Hours)
Total - UNK/NR
Make/Model- UNK/NR
Instrument- UNK/NR
Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

----Narrative----

NOSE WHEEL TIRE BLEW OUT ON LNDG. INVESTIGATION REVEALED STRUCTUAL DAMAGE TO AIRFRAME. INSPECTION OF RUNWAY SHOWED TIRE RIM CONTACT WITH THE SURFACE AND PROP BLADE STRIKES. PLT DID NOT MAKE A STATEMENT.

Brief of Accident (Continued)

File No. - 2793 8/04/84 MANAHAWKIN,NJ A/C Reg. No. N2273F Time (Lcl) - 1905 EDT

Occurrence HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - IMPROPER - PILOT IN COMMAND
2. LANDING GEAR,TIRE - BURST
3. WING,SPAR - OVERLOAD
4. NACELLE/PYLON,ATTACHMENT - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

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                          National Transportation Safety Board
                              Washington, D.C. 20594

                                 Brief of Accident

    File No. - 2777       9/19/84    MEDFORD,NJ              A/C Reg. No. N33396            Time (Lcl) - 1015 EDT
---------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)          Aircraft Damage                       Injuries
                                                                 SUBSTANTIAL                    Fatal   Serious    Minor     None
    Type of Operation          -INSTRUCTIONAL                   Fire                   Crew      0        0          0         2
    Flight Conducted Under     -14 CFR 91                        NONE                  Pass      0        0          0         1
    Accident Occurred During   -LANDING
---------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - PIPER PA-28-140            Eng Make/Model - LYCOMING O-320-E3D        ELT Installed/Activated - NO -N/A
    Landing Gear   - TRICYCLE-FIXED             Number Engines -  1                           Stall Warning System - YES
    Max Gross Wt   -    2050                    Engine Type     - RECIPROCATING-CARBURETOR
    No. of Seats   -       4                    Rated Power     -       150 HP
---------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                  Itinerary                                  Airport Proximity
    Wx Briefing     - NO RECORD OF BRIEFING       Last Departure Point                       OFF AIRPORT/STRIP
      Method        - N/A                           SAME AS ACC/INC
      Completeness  - N/A                        Destination                               Airport Data
    Basic Weather   - VMC                           SAME AS ACC/INC                            FLYING W
      Wind Dir/Speed- 250/005 KTS                                                              Runway Ident     - 01
      Visibility    -      7.0   SM             ATC/Airspace                                   Runway Lth/Wid   -  3495/   60
      Lowest Sky/Clouds  -     CLEAR              Type of Flight Plan - NONE                   Runway Surface   - ASPHALT
      Lowest Ceiling        - NONE                Type of Clearance   - NONE                   Runway Status    - DRY
      Obstructions to Vision- NONE                Type Apch/Lndg      - NONE
      Precipitation         - NONE
      Condition of Light    - DAYLIGHT
---------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                           Age -      24             Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)                 Biennial Flight Review                      Flight Time (Hours)
        UNK/NR                                   Current        - YES      Total       -    366        Last 24 Hrs -      1
                                                 Months Since   -  2       Make/Model-      15        Last 30 Days- UNK/NR
                                                 Aircraft Type - UNK/NR    Instrument-      40        Last 90 Days-      98
                                                                           Multi-Eng -       3

        Instrument Rating(s)   - AIRPLANE
---------------------------------------------------------------------------------------------------------------------
----Narrative----
DURING ENGINE RUN-UP, RIGHT MAGNETO HAD EXCESSIVE RPM DROP. PLT LEANED MIXTURE FOR BURN-OUT AND INAVVERTENTLY SHUT
DOWN ENGINE. AFTER RESTART, PLT RAN ENGINE WITH LEAN MIXTURE; SUBSEQUENT MAGNETO CHECK WAS WITHIN LIMITS. AT 300 FT
AGL ON INITIAL CLIMB, ENGINE BEGAN TO LOSE POWER. PLT DETERMINED SAFE FLIGHT COULD NOT BE MAINTAINED, SHUT DOWN
ENGINE AND EXECUTED A FORCED LANDING. GEAR COLLAPSED ON ROUGH TERRAIN. INVESTIGATION FAILED TO DISCLOSE REASON
FOR POWER LOSS.

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Brief of Accident (Continued)

File No. - 2777   9/19/84   MEDFORD,NJ   A/C Reg. No. N33396   Time (Lcl) - 1015 EDT

Occurrence #1   LOSS OF POWER(PARTIAL) - NON-MECHANICAL
Phase of Operation   TAKEOFF - INITIAL CLIMB

Finding(s)
1. UNDETERMINED

Occurrence #2   FORCED LANDING
Phase of Operation   DESCENT - EMERGENCY

Occurrence #3   COMPLETE GEAR COLLAPSED
Phase of Operation   LANDING

Finding(s)
2. TERRAIN CONDITION - ROUGH/UNEVEN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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     File No. - 2796      11/10/84    MARLBORO,NJ              A/C Reg. No. N3515H            Time (Lcl) - 1300 EST
-------------------------------------------------------------------------------------------------------------------
----Basic Information----
      Type Operating Certificate-NONE (GENERAL AVIATION)     Aircraft Damage                           Injuries
                                                              SUBSTANTIAL                   Fatal    Serious    Minor    None
      Type of Operation          -PERSONAL                   Fire                   Crew      0         0         0        1
      Flight Conducted Under     -14 CFR 91                   NONE                  Pass      0         0         0        2
      Accident Occurred During   -APPROACH
-------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
      Make/Model    - MOONEY M20J              Eng Make/Model - LYCOMING IO-360-A3B6D     ELT Installed/Activated - YES/YES
      Landing Gear  - TRICYCLE-RETRACTABLE     Number Engines -  1                           Stall Warning System - YES
      Max Gross Wt  -    2740                  Engine Type     - RECIP-FUEL INJECTED
      No. of Seats  -       4                  Rated Power     -      200 HP
-------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                                Itinerary                                Airport Proximity
      Wx Briefing      - NO RECORD OF BRIEFING    Last Departure Point                     ON AIRPORT
        Method         - N/A                        DOYLESTOWN,PA
        Completeness   - N/A                     Destination                             Airport Data
      Basic Weather    - VMC                        SAME AS ACC/INC                          MARLBORO
        Wind Dir/Speed- 210/015 KTS                                                          Runway Ident    - 27
        Visibility     -    20.0   SM           ATC/Airspace                                 Runway Lth/Wid  -  2170/   40
        Lowest Sky/Clouds  -    10000 FT SCATTERED  Type of Flight Plan - NONE               Runway Surface  - ASPHALT
        Lowest Ceiling         - NONE              Type of Clearance    - NONE               Runway Status   - DRY
        Obstructions to Vision- NONE               Type Apch/Lndg       - TRAFFIC PATTERN
        Precipitation          - NONE
        Condition of Light     - DAYLIGHT
-------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                       Age -     49             Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
       Certificate(s)/Rating(s)             Biennial Flight Review                  Flight Time (Hours)
          PRIVATE                              Current         - YES     Total      -    492       Last 24 Hrs -        1
          SE LAND                              Months Since    - 11      Make/Model-     43        Last 30 Days- UNK/NR
                                               Aircraft Type - UNK/NR    Instrument-    188        Last 90 Days-       14


          Instrument Rating(s)  - AIRPLANE
-------------------------------------------------------------------------------------------------------------------
----Narrative----
PLT STATED THAT ON LATE FINAL, WITH AIRSPEED AND DESCENT PATH NORMAL, ACFT ENCOUNTERED DOWNDRAFT AND COLLIDED WITH
UPSLOPE AT RUNWAY THRESHOLD BEFORE CORRECTIVE ACTION COULD BE TAKEN. A 60 DEGREE LEFT CROSSWIND OF 15 KTS EXISTED
AT THE TIME.

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Brief of Accident (Continued)

File No. - 2796   11/10/84   MARLBORO,NJ   A/C Reg. No. N3515H   Time (Lcl) - 1300 EST

Occurrence #1   UNDERSHOOT
Phase of Operation   APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
1. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
2. WEATHER CONDITION - CROSSWIND
3. WEATHER CONDITION - DOWNDRAFT

Occurrence #2   IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation   APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
4. TERRAIN CONDITION - UPHILL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2697 8/06/84 FARMINGTON,NM A/C Reg. No. N601SP Time (Lcl) - 1054 MDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -AERIAL OBSERVATION
Flight Conducted Under -PUBLIC USE
Accident Occurred During -MANEUVERING

Aircraft Damage
DESTROYED
Fire
ON GROUND

	Injuries			
	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	1	0	0	0

----Aircraft Information----

Make/Model - CESSNA R172E
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2350
No. of Seats - 4

Eng Make/Model - CONTINENTAL IO-360-D
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 195 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 180/003 KTS
Visibility - 30.0 SM
Lowest Sky/Clouds - 1500 FT SCATTERED
Lowest Ceiling - 10000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
FARMINGTON,NM
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - COMPANY (VFR)
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND,ME LAND
HELICOPTER

Age - 37
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total -	4435	Last 24 Hrs -	2
Make/Model-	2121	Last 30 Days-	UNK/NR
Instrument-	386	Last 90 Days-	79
Multi-Eng -	2156	Rotorcraft -	87

Instrument Rating(s) - AIRPLANE

----Narrative----

AFTER BEING AIRBORNE 1 HOUR AND 10 MINUTES THE TRAFFIC SURVIELLANCE FLT WAS CANCELLED. THE PLT TRANSMITTED TO THE POLICE UNITS ON THE GROUND THAT HE WOULD "BUZZ" THEM AS HE LEFT THE AREA. DURING THIS PASS THE ACFT STRUCK A HIGH VOLTAGE TRANSMISSION LINE [illegible]8.9 FT AGL. THE ACFT IMPACTED OUT OF CONTROL IN APRX 70 DEG ANGLE OF BANK 216 FT FROM THE WIRE-STRIKE. MOST OF THE WRECKAGE WAS CONSUMED BY POST CRASH FIRE.

Brief of Accident (Continued)

File No. - 2697   8/06/84   FARMINGTON,NM   A/C Reg. No. N601SP   Time (Lcl) - 1054 MDT

Occurrence #1   IN FLIGHT COLLISION WITH OBJECT
Phase of Operation   MANEUVERING

Finding(s)
1. LOW PASS - PERFORMED - PILOT IN COMMAND
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT,OSTENTATIOUS DISPLAY - PILOT IN COMMAND
3. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
4. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
5. OBJECT - WIRE,TRANSMISSION

Occurrence #2   IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation   DESCENT - UNCONTROLLED

Finding(s)
6. TERRAIN CONDITION - GROUND

Occurrence #3   FIRE
Phase of Operation   OTHER

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,4

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                         National Transportation Safety Board
                               Washington, D.C. 20594

                                  Brief of Accident

   File No. - 2758      9/16/84    MEADOW LAKE,NM          A/C Reg. No. N5895D          Time (Lcl) - 0909 MDT
------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)       Aircraft Damage                      Injuries
                                                              DESTROYED                  Fatal   Serious   Minor    None
    Type of Operation          -PERSONAL                     Fire               Crew      1        0        0        0
    Flight Conducted Under     -14 CFR 91                     NONE              Pass      1        0        0        0
    Accident Occurred During   -DESCENT
------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model    - PIPER PA-18                  Eng Make/Model - CONTINENTAL C-90-12F    ELT Installed/Activated - YES/NO
    Landing Gear  - TAILWHEEL-ALL FIXED          Number Engines -  1                        Stall Warning System - YES
    Max Gross Wt  -    1500                      Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats  -       2                      Rated Power    -      90 HP
------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                 Itinerary                                   Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING     Last Departure Point                        OFF AIRPORT/STRIP
      Method         - N/A                         ALBUQUERQUE,NM
      Completeness   - N/A                      Destination                              Airport Data
    Basic Weather    - VMC                         SAME AS ACC/INC                           VALENCIA COMMUNITY
      Wind Dir/Speed- 190/010 KTS                                                            Runway Ident     - N/A
      Visibility    -    50.0   SM              ATC/Airspace                                 Runway Lth/Wid   - N/A
      Lowest Sky/Clouds  -     9000 FT SCATTERED  Type of Flight Plan - NONE                 Runway Surface   - N/A
      Lowest Ceiling         - NONE               Type of Clearance   - NONE                 Runway Status    - N/A
      Obstructions to Vision- NONE                Type Apch/Lndg      - UNK/NR
      Precipitation          - NONE
      Condition of Light     - DAYLIGHT
------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                          Age -     22                Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)                Biennial Flight Review                    Flight Time (Hours)
        PRIVATE                                 Current        - YES        Total       -     69       Last 24 Hrs -      1
        SE LAND                                 Months Since   -  2         Make/Model-      63       Last 30 Days- UNK/NR
                                                Aircraft Type  - PA-18      Instrument- UNK/NR      Last 90 Days-     21
                                                                            Multi-Eng - UNK/NR      Rotorcraft   - UNK/NR

        Instrument Rating(s)  - NONE
------------------------------------------------------------------------------------------------------------
----Narrative----
ACCORDING TO WITNESSES, THE PLT MAKE A X-WIND APCH FOR A LANDING FROM WEST TO EAST IN WINDS THAT WERE FROM THE SOUTH
AT 10 TO 12 MPH. REPORTEDLY THE ACFT TOUCHED DOWN WITH THE  RIGHT WING HIGH, THEN THE PLT APPLIED POWER & INITIATED
A GO-AROUND AT ABOUT MIDFIELD. THE ACFT LIFTED OFF AT A SLOW SPEED & IMMEDIATELY TURNED NORTH, THEN TURNED BACK RIGHT
TO THE EAST-NORTHEAST. ONE WITNESS STATED THAT THE ACFT WAS FLYING ABOUT 30 TO 40 FT OFF THE GROUND WHEN THE NOSE
ROSE SHARPLY & THE ACFT ASCENDED TO ABOUT 100 FT AGL. THE ACFT THEN ENTERED A STEEP DESCENT & CRASHED. NO PREIMPACT
MECHANICAL MALFUNCTION OR FAILURE WAS FOUND. THE DENSITY ALT AT THE ARPT WAS CALCULATED TO BE 8158 FT.

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Brief of Accident (Continued)

File No. - 2758 9/16/84 MEADOW LAKE,NM A/C Reg. No. N5895D Time (Lcl) - 0909 MDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF

Finding(s)

1. WEATHER CONDITION - CROSSWIND
   2. FLARE - IMPROPER - PILOT IN COMMAND
      3. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
4. GO-AROUND - INITIATED - PILOT IN COMMAND
5. WEATHER CONDITION - HIGH DENSITY ALTITUDE
   6. AIRSPEED - NOT OBTAINED - PILOT IN COMMAND
7. LIFT-OFF - PREMATURE - PILOT IN COMMAND
8. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
9. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 6,9

Factor(s) relating to this accident is/are finding(s) 1,2,5,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2623 10/13/84 GABBS,NV A/C Reg. No. N6488N Time (Lcl) - 1345 PDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -DEMO
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	0	1	0
Pass	0	0	0	2

----Aircraft Information----

Make/Model - CESSNA T210N
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3300
No. of Seats - 6

Eng Make/Model - CONTINENTAL TSIO-520-R
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 310 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 300/015 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
FRESNO,CA
Destination
GABBS,NV

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - GO AROUND
FULL STOP

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
GABBS
Runway Ident - N/A
Runway Lth/Wid - 3300/ 500
Runway Surface - GRASS/TURF
Runway Status - DRY

----Personnel Information----

Pilot-in-Command
Certificate(s)/Rating(s)
COMMERCIAL,CFI
SE LAND,ME LAND

Age - 55
Biennial Flight Review
Current - YES
Months Since - 4
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)
Total - 15587
Make/Model- 195
Instrument- 1715
Multi-Eng - 8584
Last 24 Hrs - 4
Last 30 Days- UNK/NR
Last 90 Days- 201

Instrument Rating(s) - AIRPLANE

----Narrative----

ON LANDING TOUCHDOWN, THE ACFT BOUNCED AND BALLOONED BACK INTO THE AIR. PLT APPLIED FULL THROTTLE FOR GO-AROUND, BUT ENGINE RESPONDED WITH PARTIAL POWER, INSUFFICIENT FOR SUCCESSFUL GO-AROUND. PLT THEN CUT THROTTLE IN ATTEMPT TO REMAIN WITHIN AIRPORT CONFINES BUT POWER REMAINED THE SAME. PLT THEN PLACED MIXTURE IN CUT-OFF AS ACFT OVERRAN THE RUNWAY AND CROSSED A ROAD INTO ROUGH TERRAIN. ALTHOUGH THE ENGINE PERFORMED NORMALLY IN TEST RUN, NO INFORMATION WAS MADE AVAILABLE REGARDING POSSIBLE THROTTLE CONTROL MALFUNCTION.

File No. - 2623 10/13/84 GABBS,NV A/C Reg. No. N6488N Time (Lcl) - 1345 PDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. FLARE - IMPROPER - PILOT IN COMMAND
2. GO-AROUND - ATTEMPTED - PILOT IN COMMAND

Occurrence #2 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation LANDING

Finding(s)
3. UNDETERMINED

Occurrence #3 OVERRUN
Phase of Operation LANDING

Finding(s)
4. REMEDIAL ACTION - NOT POSSIBLE - PILOT IN COMMAND
5. TERRAIN CONDITION - ROUGH/UNEVEN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3

Factor(s) relating to this accident is/are finding(s) 1,2,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2640 3/08/84 SCRIBA,NY A/C Reg. No. N5649L Time (Lcl) - 1200 EST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage
DESTROYED
Fire
NONE

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	0	0	0	0

----Aircraft Information----

Make/Model - AMERICAN AVIATION CORPOR AA-1
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1500
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-C2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 108 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 110/004 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 25000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
FULTON,NY
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident # - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
STUDENT

Age - 31
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total -	17	Last 24 Hrs -	0
Make/Model-	17	Last 30 Days-	10
Instrument-	0	Last 90 Days-	16

Instrument Rating(s) - NONE

----Narrative----

ACFT WAS LOCATED, AFTER A 4 DAY SEARCH, IN A GRAVEL PIT 8 MILES FROM POINT OF DEPARTURE. WRECKAGE EXAMINATION REVEALED ACFT COLLIDED WITH TERRAIN IN VERTICAL DESCENT WITH NIL FORWARD SPEED. INVESTIGATION OF POWER PLANT REVEALED NO EVIDENCE OF TORQUE OR POWER BEING DELIVERED TO THE PROP AT IMPACT. PLT WAS USING AUTOMOTIVE FUEL WITH UNMODIFIED CARBURETOR IN EXTREME LOW TEMPERATURE ENVIRONMENT, CONDITIONS CONDUCIVE TO AN EXTREME OVER RICH MIXTURE SITUATION. GRAVEL PIT WAS ONLY OPEN SPOT IN WOODED AREA.

File No. - 2640 3/08/84 SCRIBA,NY A/C Reg. No. N5649L Time (Lcl) - 1200 ES

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation UNKNOWN

Finding(s)
1. FUEL SYSTEM,CARBURETOR - INCORRECT
2. FLUID,FUEL GRADE - INCORRECT
3. WEATHER CONDITION - TEMPERATURE EXTREMES

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)
4. TERRAIN CONDITION - NONE SUITABLE
5. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
6. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,6

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                          National Transportation Safety Board
                               Washington, D.C. 20594

                                  Brief of Accident

   File No. - 2642       5/06/84    SHIRLEY,NY                A/C Reg. No. N4410Z            Time (Lcl) - 1450 EDT
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----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                     Injuries
                                                               DESTROYED                  Fatal  Serious   Minor    None
    Type of Operation          -AERIAL TOW                    Fire                Crew      1       0        0        0
    Flight Conducted Under     -14 CFR 91                      ON GROUND          Pass      0       0        0        0
    Accident Occurred During   -DESCENT
-------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - PIPER PA-18-150            Eng Make/Model - LYCOMING O-320          ELT Installed/Activated - NO -N/A
    Landing Gear   - TAILWHEEL-ALL FIXED        Number Engines -  1                         Stall Warning System - NO
    Max Gross Wt   -    1750                    Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats   -      2                     Rated Power    -      150 HP
-------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                  Itinerary                                  Airport Proximity
    Wx Briefing       - UNK/NR                    Last Departure Point                       ON AIRPORT
      Method            UNK/NR                      SAME AS ACC/INC
      Completeness      UNK/NR                   Destination                              Airport Data
    Basic Weather       VMC                         LOCAL                                    BROOKHAVEN
      Wind Dir/Speed- 170/011 KTS                                                            Runway Ident      - 15
      Visibility    -     15.0   SM             ATC/Airspace                                 Runway Lth/Wid    -  4325/  100
      Lowest Sky/Clouds  -      4000 FT SCATTERED  Type of Flight Plan - NONE                Runway Surface    - GRASS/TURF
      Lowest Ceiling          - 10000 FT OVERCAST  Type of Clearance   - NONE                Runway Status     - DRY
      Obstructions to Vision- NONE                 Type Apch/Lndg      - NONE
      Precipitation           - NONE
      Condition of Light      - DAYLIGHT
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----Personnel Information----
    Pilot-In-Command                           Age -      53               Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)                 Biennial Flight Review                  Flight Time (Hours)
        PRIVATE                                  Current         - NO          Total        -    325        Last 24 Hrs - UNK/NR
        SE LAND                                  Months Since    - 27          Make/Model-        14        Last 30 Days-      4
                                                 Aircraft Type - UNK/NR        Instrument- UNK/NR           Last 90 Days-     13
                                                                               Multi-Eng - UNK/NR           Rotorcraft   - UNK/NR

        Instrument Rating(s)  - NONE
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----Narrative----
WHILE CLIMBING WITH A GLIDER IN TOW, THE TOW ACFT PITCHED NOSE UP. THE GLIDER & TOW PLTS RELEASED THE TOW ROPE & THE
GLIDER PLT LANDED SAFELY. THE TOW ACFT MAINTAINED A NOSE HIGH ATTITUDE, STALLED, THEN ENTERED AN UNCONTROLLED DESCENT &
CRASHED. AN INVESTIGATION REVEALED THAT THE LOWER ELEVATOR CONTROL CABLE WAS NOT ATTACHED TO THE CONTROL HORN. THE
ATTACH BOLT WAS LOCATED WITH ONLY ITS TIP IN THE HOLE OF THE LOWER CONTROL HORN. THE ASSOCIATED NUT & COTTER PIN WERE
NOT FOUND. THE ACFT LOG SHOWED THAT AN ANNUAL INSPECTION WAS PERFORMED ABOUT 30 FLT HRS PRIOR TO THE ACCIDENT. AT THAT
TIME, THE CONTROLS WERE LUBRICATED & CHECKED & THE AIRFRAME WAS RE-COVERED WITH FABRIC. THE PLT'S LAST BIENNIAL FLT
REVIEW WAS ON 2/7/82.

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Brief of Accident (Continued)

File No. - 2642 5/06/84 SHIRLEY,NY A/C Reg. No. N4410Z Time (Lcl) - 1450 EDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE,QUALIFICATION - PILOT IN COMMAND
3. FLIGHT CONTROL,ELEVATOR - DISCONNECTED
4. MAINTENANCE,INSTALLATION - IMPROPER - OTHER MAINTENANCE PSNL
5. MAINTENANCE,ANNUAL INSPECTION - INADEQUATE - OTHER MAINTENANCE PSNL

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
6. AIRCRAFT HANDLING - NOT POSSIBLE - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4

Factor(s) relating to this accident is/are finding(s) 5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2780 6/09/84 FULTON,NY A/C Reg. No. N9845H Time (Lcl) - 2200 EDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

----Aircraft Information----

Make/Model - CESSNA 182R II
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 3100
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-470-U
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 235 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- UNK/NR
Visibility - UNK/NR
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - UNK/NR
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(BRIGHT)

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
SAME AS ACC/INC

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - STRAIGHT-IN

Airport Proximity
ON AIRPORT

Airport Data
OSWEGO CO.
Runway Ident - 24
Runway Lth/Wid - 4000/ 100
Runway Surface - MACADAM
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND,ME LAND

Age - 56
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 1375
Make/Model- 56
Instrument- 285
Multi-Eng - 75
Last 24 Hrs - 6
Last 30 Days- UNK/NR
Last 90 Days- 25

Instrument Rating(s) - AIRPLANE

----Narrative----

WHEN THE ACFT BOUNCED INTO THE AIR ON A HARD LANDING AT NIGHT, THE PLT APPLIED BACK PRESSURE ON THE YOKE. ACFT STALLED BACK TO THE RUNWAY, DAMAGING NOSE GEAR/FIREWALL STRUCTURE AND LEFT WING TIP. PLT STATED MOST OF HIS EXPERIENCE WAS IN ACFT CONFIGURED WITH CONVENTIONAL LNDG GEAR (TAIL WHEEL) AND THAT HE WAS NOT SURE OF PROPER PROCEDURES FOR A BOUNCED LANDING RECOVERY IN ACFT CONFIGURED WITH TRICYCLE LNDG GEAR.

File No. - 2780 6/09/84 FULTON,NY A/C Reg. No. N9845H Time (Lcl) - 2200 EDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. FLARE - IMPROPER - PILOT IN COMMAND
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF TOTAL EXPERIENCE IN KIND OF AIRCRAFT - PILOT IN COMMAND
3. LIGHT CONDITION - NIGHT

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING

Finding(s)
4. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
5. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING

Finding(s)
6. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - RUNWAY

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,5

Factor(s) relating to this accident is/are finding(s) 2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2798 7/08/84 ONEONTA,NY A/C Reg. No. N66534 Time (Lcl) - 1125 EDT

----Basic Information----

Type Operating Certificate-ON-DEMAND AIR TAXI
Name of Carrier -CATSKILL AIRWAYS, INC.
Type of Operation -NON SCHED,DOMESTIC,PASSENGER
Flight Conducted Under -14 CFR 135
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	2

----Aircraft Information----

Make/Model - BEECH 58
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 5400
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-520-CB
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 258 HP

ELT Installed/Activated - YES/NO
Stall Warning System - UNK/NR

----Environment/Operations Information----

Weather Data
Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 012 KTS
Visibility - UNK/NR
Lowest Sky/Clouds - SCATTERED
Lowest Ceiling - UNK/NR
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
FLUSHING,NY
Destination
ONEONTA,NY

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity
ON AIRSTRIP

Airport Data
ONEONTA
Runway Ident - 24
Runway Lth/Wid - 3400/ 75
Runway Surface - ASPHALT
Runway Status - DRY

----Personnel Information----

Pilot-in-Command
Certificate(s)/Rating(s)
ATP
ME LAND

Age - 38
Biennial Flight Review
Current - YES
Months Since - 5
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)
Total - 7476
Make/Model- 462
Instrument- 3
Multi-Eng - 5679
Last 24 Hrs - 2
Last 30 Days- UNK/NR
Last 90 Days- 92

Instrument Rating(s) - UNK/NR

----Narrative----

PLT STATED HE WAS MAKING MULTIPLE COMMUNICATIONS ON BASE LEG, TALKING ON COMPANY FREQ AS WELL AS UNICOM, WHILE ADJUSTING HIS PATTERN TO ACCOMODATE SLOW TRAFFIC ON THE RUNWAY AND MAINTAING ACFT HANDLING IN GUSTY WIND CONDITIONS. GEAR HANDLE WAS SELECTED TO DOWN POSITON AND VERIFIED ON CHECKLIST REVIEW; HOWEVER, PLT DID NOT CHECK GEAR DOWN PANEL LIGHTS DUE TO LINE-OF-SIGHT INTERFERENCE BY RIGHT SIDE CONTROL YOKE AND COMMUNICATIONS/TRAFFIC DISTRACTIONS. ON POWER REDUCTION FOR FLARE, LNDG WARNING HORN DID NOT SOUND (RELAY CONNECTED TO GEAR HANDLE). ACFT WAS LANDED WHEELS-UP. INSPECTION REVEALED GEAR HAD PARTIALLY EXTENDED WHEN EXTENSION MOTOR FAILED.

Brief of Accident (Continued)

File No. - 2798 7/08/84 ONEONTA,NY A/C Reg. No. N66534 Time (Lcl) - 1125 EDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation APPROACH - VFR PATTERN - BASE TO FINAL

Finding(s)
1. LANDING GEAR,NORMAL RETRACTION/EXTENSION ASSEMBLY - FAILURE,TOTAL

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
2. WHEELS UP LANDING - INADVERTENT - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT,DIVERTED ATTENTION - PILOT IN COMMAND
4. LANDING GEAR - NOT ATTAINED - PILOT IN COMMAND
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT,VISUAL/AURAL PERCEPTION - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,3,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2757 7/16/84 NEWCOMB,NY A/C Reg. No. N8345A Time (Lcl) - 2335 EDT

----Basic Information----

Type Operating Certificate-ON-DEMAND AIR TAXI
Name of Carrier -AERO-VENTURE, INC.
Type of Operation -NON SCHED,INTL,CARGO
Flight Conducted Under -14 CFR 135
Accident Occurred During -DESCENT

Aircraft Damage
DESTROYED
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	2	0	0	0
Pass	0	0	0	0

----Aircraft Information----

Make/Model - PIPER PA-34-220T
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 4750
No. of Seats - 6
Eng Make/Model - CONTINENTAL TSIO-360-KB
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 220 HP
ELT Installed/Activated - YES-UNK/NR
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - UNK/NR
Wind Dir/Speed- UNK/NR
Visibility - UNK/NR
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - UNK/NR
Obstructions to Vision- UNK/NR
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary
Last Departure Point

Destination
SAME AS ACC/INC

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - VFR
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND,ME LAND

Age - 24
Biennial Flight Review
Current - YES
Months Since - 2
Aircraft Type - 34-220T

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 1510
Make/Model- UNK/NR
Instrument- 145
Multi-Eng - 210
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR
Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

----Narrative----

THE FLIGHT WAS OPERATING IN ACCORDANCE WITH F.A.R. PART 135. THE PLT FILED A VFR FLT PLAN AND WAS CRUISING AT AN ALTITUDE OF 5,500 FT WHEN CLOUDS WERE ENCOUNTERED. THE PLT ATTEMPTED TO DESCEND TO 3,500 BUT COLLIDED WITH THE SANTANONI MOUNTAIN AT AN ELEVATION OF 3500 FT. THE MOUNTAIN IS 4607 FT HIGH.

Brief of Accident (Continued)

File No. - 2757 7/16/84 NEWCOMB,NY A/C Reg. No. N8345A Time (Lcl) - 2335 EDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE

Finding(s)
1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. WEATHER CONDITION - CLOUDS
3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
4. VFR PROCEDURES - IMPROPER - PILOT IN COMMAND
5. DESCENT - PERFORMED - PILOT IN COMMAND
6. ALTITUDE - IMPROPER - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT

Finding(s)
7. LIGHT CONDITION - DARK NIGHT
8. VISUAL LOOKOUT - NOT POSSIBLE - PILOT IN COMMAND
9. TERRAIN CONDITION - HIGH TERRAIN
10. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,4,5,6,10

Factor(s) relating to this accident is/are finding(s) 8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2734 8/17/84 ISLIP,NY A/C Reg. No. N739SF Time (Lcl) - 1841 EDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	3

----Aircraft Information----

Make/Model - CESSNA 172
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2300
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-H2AD
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 5.0 SM
Lowest Sky/Clouds - 4000 FT
Lowest Ceiling - 4000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
ATLANTIC CITY,NJ
Destination
RONKONKOMA,NY

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - VFR
Type Apch/Lndg - STRAIGHT-IN
FULL STOP

Airport Proximity
ON AIRSTRIP

Airport Data
MACARTHUR
Runway Ident - 06
Runway Lth/Wid - 5999/ 150
Runway Surface - ASPHALT
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 63
Biennial Flight Review
Current - YES
Months Since - 8
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 861
Make/Model- 340
Instrument- 310
Last 24 Hrs - 2
Last 30 Days- 2
Last 90 Days- 2

Instrument Rating(s) - AIRPLANE

----Narrative----

COMMUNICATIONS WITH TWR INDICATE PLT INTENDED TO TOUCH DOWN AS CLOSE TO THE END OF THE RUNWAY AS POSSIBLE. ACFT TOUCHED DOWN 20 YDS SHORT OF HARD SURFACE IN GRAVEL. RWY NOTAM STATED 18 IN DEPRESSION AT THRESHHOLD EDGE.

Brief of Accident (Continued)

File No. - 2734 8/17/84 ISLIP,NY A/C Reg. No. N739SF Time (Lcl) - 1841 EDT

Occurrence #1 UNDERSHOOT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
1. DISTANCE - MISJUDGED - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE,SELF-INDUCED PRESSURE - PILOT IN COMMAND
3. ALTITUDE - MISJUDGED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
4. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - DIRT BANK

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

Factor(s) relating to this accident is/are finding(s) 2,4

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National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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   File No. - 2745      9/22/84    NEW YORK,NY             A/C Reg. No. N49533           Time (Lcl) - 1628 EDT
------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-COMMUTER                   Aircraft Damage                      Injuries
     Name of Carrier           -ISLAND HELICOPTER CORP.     SUBSTANTIAL               Fatal   Serious   Minor   None
     Type of Operation         -SCHEDULED,DOMESTIC,PASSENGER Fire             Crew      0        0        0       1
     Flight Conducted Under    -14 CFR 135                  NONE             Pass      0        0        0       8
     Accident Occurred During  -LANDING
------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model    - AEROSPATIALE SA-360C      Eng Make/Model - T-MECA XV111A       ELT Installed/Activated - YES-UNK/NR
     Landing Gear  - TRICYCLE-FIXED            Number Engines -  1                     Stall Warning System - YES
     Max Gross Wt  -    5740                   Engine Type    - TURBOSHAFT
     No. of Seats  -      14                   Rated Power    -     871 HP
------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                 Itinerary                                  Airport Proximity
     Wx Briefing      - NWS                       Last Departure Point                       ON AIRPORT
       Method         - TELEPHONE                   JAMAICA,NY
       Completeness   - WEATHER NOT PERTINENT     Destination                              Airport Data
     Basic Weather    - VMC                         SAME AS ACC/INC                          E. 34TH ST  HELIPORT
       Wind Dir/Speed- 190/013 KTS                                                          Runway Ident     - UNK/NR
       Visibility     -   15.0   SM             ATC/Airspace                                Runway Lth/Wid   -   304/  100
       Lowest Sky/Clouds  -     CLEAR             Type of Flight Plan - COMPANY (VFR)       Runway Surface   - ASPHALT
       Lowest Ceiling         - NONE              Type of Clearance   - VFR                 Runway Status    - DRY
       Obstructions to Vision- NONE               Type Apch/Lndg      - FORCED LANDING
       Precipitation          - NONE
       Condition of Light     - DAYLIGHT
------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                      Age -      36            Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)            Biennial Flight Review                Flight Time (Hours)
         ATP                                 Current       - YES     Total      -   3095        Last 24 Hrs  -     3
         NONE                                Months Since  -  1      Make/Model-    840        Last 30 Days- UNK/NR
         HELICOPTER                          Aircraft Type - UNK/NR  Instrument-      0        Last 90 Days-    163
                                                                                                Rotorcraft   -   3095

         Instrument Rating(s)  - NONE
------------------------------------------------------------------------------------------------------------
----Narrative----
DURING APPROACH TO HELIPORT, THE PLT HEARD TWO LOUD "POPS" FROM THE ENGINE. THE PLT ACTIVATED THE EMERGENCY FLOATS
AND CONTINUED THE APPROACH. THE PLT STATED THAT THE "POPPING", RECUGNIZED AS A COMPRESSOR STALL STARTED AGAIN ON FINAL.
HE LOWERED THE COLLECTIVE AND THE ACFT DESCENDED RAPIDLY WHICH TERMINATED WITH A HARD LANDING. THE TAIL BOOM BECAME
DISCONNECTED FROM THE MAIN BODY AND THE ROTOR BLADE STRUCK THE VERTICAL FIN. THERE WAS NO INDICATION OF THE REASON
FOR THE COMPRESSOR STALL.
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Brief of Accident (Continued)

File No. - 2745 9/22/84 NEW YORK,NY A/C Reg. No. N49533 Time (Lcl) - 1628 EDT

Occurrence #1 LOSS OF POWER(PARTIAL) - NON-MECHANICAL
Phase of Operation APPROACH

Finding(s)
1. ENGINE ASSEMBLY - FAILURE,PARTIAL
2. ENGINE ASSEMBLY - UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)
3. COLLECTIVE - IMPROPER USE OF - PILOT IN COMMAND
4. IMPROPER USE OF PROCEDURE,DIVERTED ATTENTION - PILOT IN COMMAND
5. MISC ROTORCRAFT,EMERGENCY FLOATATION GEAR - ENGAGED

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
6. PROPER DESCENT RATE - EXCEEDED - PILOT IN COMMAND
7. FLARE - NOT ATTAINED - PILOT IN COMMAND
8. ROTOR RPM - INADEQUATE - PILOT IN COMMAND
9. EMERGENCY PROCEDURE - INADEQUATE - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,6,7,8,9

Factor(s) relating to this accident is/are finding(s) 4,5

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                              National Transportation Safety Board
                                   Washington, D.C. 20594

                                     Brief of Accident

     File No. - 2779      10/07/84    BATAVIA,NY              A/C Reg. No. N50157             Time (Lcl) - 1850 EDT
-----------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                       Injuries
                                                                DESTROYED                    Fatal   Serious   Minor    None
     Type of Operation          -PERSONAL                      Fire                  Crew      0        0        0        1
     Flight Conducted Under     -14 CFR 91                      NONE                 Pass      0        0        0        0
     Accident Occurred During   -APPROACH
-----------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model      - CESSNA 150H                 Eng Make/Model - CONTINENTAL O-200-A       ELT Installed/Activated - YES/YES
     Landing Gear    - TRICYCLE-FIXED              Number Engines -  1                           Stall Warning System - YES
     Max Gross Wt    -    1600                     Engine Type     - RECIPROCATING-CARBURETOR
     No. of Seats    -       2                     Rated Power     -      100 HP
-----------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                                  Itinerary                                 Airport Proximity
      Wx Briefing      - NO RECORD OF BRIEFING       Last Departure Point                     OFF AIRPORT/STRIP
        Method         - N/A                           GLENS FALLS,NY
        Completeness   - N/A                        Destination                            Airport Data
      Basic Weather    - VMC                           BATAVIA,NY                              GENESEE CO
        Wind Dir/Speed- 160/006 KTS                                                            Runway Ident      - 28
        Visibility     -     6.0    SM             ATC/Airspace                                Runway Lth/Wid    -   4400/    75
        Lowest Sky/Clouds  -      CLEAR              Type of Flight Plan - VFR                 Runway Surface    - ASPHALT
        Lowest Ceiling         -   7500 FT OVERCAST  Type of Clearance    - NONE               Runway Status     - DRY
        Obstructions to Vision- HAZE                 Type Apch/Lndg       - STRAIGHT-IN
        Precipitation          - NONE
        Condition of Light     - DUSK
-----------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                         Age -      71           Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
       Certificate(s)/Rating(s)               Biennial Flight Review                Flight Time (Hours)
          PRIVATE                                Current         - YES      Total        -    291      Last 24 Hrs -        3
          SE LAND                                Months Since   - 16        Make/Model-       270      Last 30 Days- UNK/NR
                                                 Aircraft Type    UNK/NR    Instrument-         4      Last 90 Days-       40

          Instrument Rating(s)  - NONE
-----------------------------------------------------------------------------------------------------------------------
----Narrative----
PLT STATED EN ROUTE TIME WAS LONGER THAN ANTICIPATED. ON ARRIVAL AT DESTINATION, DEEP DUSK CONDITIONS COMBINED
WITH HAZE, RESTRICTED GROUND REFERENCE CUES. IN ADDITION, PLT STATED HE MISREAD THE ALTIMETER. ACFT COLLIDED WITH
TREES 1 MILE SHORT OF RUNWAY. PLT HAD 0.5 HOURS NIGHT FLYING.

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Brief of Accident (Continued)

File No. - 2779 10/07/84 BATAVIA,NY A/C Reg. No. N50157 Time (Lcl) - 1850 EDT

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
1. ALTITUDE - MISJUDGED - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE,LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
3. ALTIMETER - MISREAD - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT,VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
5. LIGHT CONDITION - DUSK
6. WEATHER CONDITION - HAZE
7. OBJECT - TREE(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3,4,5,6,7

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                             National Transportation Safety Board
                                  Washington, D.C. 20594

                                     Brief of Accident

       File No. - 2773       10/07/84     CORAM,NY                A/C Reg. No. N76BP              Time (Lcl) - 1700 EDT
-----------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                         Injuries
                                                                SUBSTANTIAL                  Fatal   Serious    Minor     None
     Type of Operation         -PERSONAL                       Fire                  Crew     0        0          0        1
     Flight Conducted Under    -14 CFR 91                       NONE                 Pass     0        0          0        1
     Accident Occurred During  -LANDING
-----------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - CHAMPION 7KCAB            Eng Make/Model - LYCOMING O-320-A2B        ELT Installed/Activated - YES/NO
     Landing Gear   - TAILWHEEL-ALL FIXED       Number Engines -  1                          Stall Warning System - YES
     Max Gross Wt   -    1650                   Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats   -       2                   Rated Power    -     150 HP
-----------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                                Itinerary                                  Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING     Last Departure Point                       ON AIRPORT
       Method         - N/A                         SHIRLEY,NY
       Completeness   - N/A                      Destination                              Airport Data
     Basic Weather    - VMC                         CORAM,NY                                 CORAM
       Wind Dir/Speed- UNK/NR                                                                Runway Ident     - 06
       Visibility     -    25.0   SM            ATC/Airspace                                 Runway Lth/Wid   -   2000/    50
       Lowest Sky/Clouds  -      CLEAR            Type of Flight Plan - NONE                 Runway Surface   - DIRT
       Lowest Ceiling         - NONE              Type of Clearance   - NONE                 Runway Status    - DRY
       Obstructions to Vision- NONE               Type Apch/Lndg      - TRAFFIC PATTERN
       Precipitation          - NONE
       Condition of Light     - DAYLIGHT
-----------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                         Age -      28          Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
       Certificate(s)/Rating(s)               Biennial Flight Review              Flight Time (Hours)
          PRIVATE                                 Current      - NO      Total      -     145       Last 24 Hrs -       2
          SE LAND                                 Months Since  - 0      Make/Model-      16        Last 30 Days- UNK/NR
                                                  Aircraft Type - UNK/NR  Instrument-      5        Last 90 Days-      40


          Instrument Rating(s)  - NONE
-----------------------------------------------------------------------------------------------------------------------
----Narrative----
PLT STATED ROUGH CONDITION OF RUNWAY SURFACE MADE DIRECTIONAL CONTROL DIFFICULT. THE LEFT WHEEL OVERRAN THE RUNWAY
EDGE WHICH WAS BOUNDED BY A DIRT RIDGE. PLT WAS UNABLE TO BRING THE LEFT WHEEL BACK ONTO THE PREPARED SURFACE AS
RIDGE DIMENSIONS INCREASE FURTHER DOWN THE RUNWAY EVENTUALLY RISING TO MEET UNDERSIDE OF ACFT/LANDING GEAR STRUTS.

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      File No. - 2773      10/07/84    CORAM,NY                    A/C Reg. No. N76BP             Time (Lcl) - 1700 EDT
-------------------------------------------------------------------------------------------------------------------------

Occurrence #1          LOSS OF CONTROL - ON GROUND
Phase of Operation     LANDING - ROLL

Finding(s)
  1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
  2  AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - ROUGH/UNEVEN
-------------------------------------------------------------------------------------------------------------------------

Occurrence #2          ON GROUND COLLISION WITH TERRAIN
Phase of Operation     LANDING - ROLL

Finding(s)
  3. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - DIRT BANK
-------------------------------------------------------------------------------------------------------------------------
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3
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                              National Transportation Safety Board
                                  Washington, D.C. 20594

                                    Brief of Accident

    File No. - 2687       10/07/84     CORINTH,NY                  A/C Reg. No. N26759             Time (Lcl) - 1700 EDT
----------------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)         Aircraft Damage                           Injuries
                                                                SUBSTANTIAL                  Fatal   Serious   Minor     None
    Type of Operation          -PERSONAL                       Fire                   Crew     0        0        1         0
    Flight Conducted Under     -14 CFR 91                       NONE                  Pass     0        0        1         0
    Accident Occurred During   -DESCENT
----------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - GRUMMAN AMERICAN AA5A           Eng Make/Model - LYCOMING O-320-E2G        ELT Installed/Activated - YES/NO
    Landing Gear   - TRICYCLE-FIXED                  Number Engines -  1                           Stall Warning System - YES
    Max Gross Wt   -      1850                        Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats   -         2                        Rated Power    -      150 HP
----------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                    Itinerary                                 Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING        Last Departure Point                      OFF AIRPORT/STRIP
      Method         - N/A                            PISECO,NY
      Completeness   - N/A                          Destination                            Airport Data
    Basic Weather    - VMC                            LOCAL
      Wind Dir/Speed- VARIABLE                                                                Runway Ident      - N/A
      Visibility     -     12.0    SM               ATC/Airspace                               Runway Lth/Wid    - N/A
      Lowest Sky/Clouds  -      CLEAR                 Type of Flight Plan - NONE               Runway Surface    - N/A
      Lowest Ceiling         - NONE                   Type of Clearance   - NONE               Runway Status     - N/A
      Obstructions to Vision- NONE                    Type Apch/Lndg      - UNK/NR
      Precipitation          - NONE
      Condition of Light     - DAYLIGHT
----------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                          Age -      31             Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)                Biennial Flight Review                  Flight Time (Hours)
        COMMERCIAL                              Current        - YES         Total      -     775         Last 24 Hrs -       3
        SE LAND                                 Months Since   - 14          Make/Model-      228         Last 30 Days- UNK/NR
                                                Aircraft Type  - UNK/NR      Instrument-      140         Last 90 Days-      20


        Instrument Rating(s)    - AIRPLANE
----------------------------------------------------------------------------------------------------------------------------
----Narrative----
DURING AN APRX 45 MIN FLIGHT THE PLT BECAME DISORIENTED AND FLEW AN APCH TO A SOD AREA THAT HE MISTAKENLY IDENTIFIED
AS HIS DESIRED DEST. DURING THE APCH THE ACFT CONTACTED WIRES CAUSING THE ACFT TO DESCEND OUT OF CONTROL INTO A RIVER.
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Brief of Accident (Continued)

File No. - 2657 10/07/84 CORINTH,NY A/C Reg. No. N26759 Time (Lcl) - 1700 EDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
1. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
2. LANDED AT WRONG AIRPORT - ATTEMPTED - PILOT IN COMMAND
3. VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND
4. OBJECT - WIRE,TRANSMISSION

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)
5. TERRAIN CONDITION - WATER,GLASSY

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3

Factor(s) relating to this accident is/are finding(s) 2

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                              National Transportation Safety Board
                                    Washington, D.C. 20594

                                      Brief of Accident

   File No. - 2683      10/22/84    WAPPINGER FALLS,NY        A/C Reg. No. N4904B          Time (Lcl) - 1350 EDT
--------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                      Injuries
                                                                SUBSTANTIAL                 Fatal   Serious   Minor    None
     Type of Operation        -INSTRUCTIONAL                   Fire                  Crew     0        0        0        1
     Flight Conducted Under   -14 CFR 91                        NONE                 Pass     0        0        0        0
     Accident Occurred During -LANDING
--------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - CESSNA 152II               Eng Make/Model - LYCOMING O-235-L2C        ELT Installed/Activated - YES/NO
     Landing Gear   - TRICYCLE-FIXED             Number Engines -  1                           Stall Warning System - YES
     Max Gross Wt   -    1670                    Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats   -       2                    Rated Power    -     110 HP
--------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                Itinerary                                    Airport Proximity
     Wx Briefing       - NO RECORD OF BRIEFING   Last Departure Point                         ON AIRPORT
       Method          - N/A                       SAME AS ACC/INC
       Completeness    - N/A                    Destination                                Airport Data
     Basic Weather     - VMC                       SAME AS ACC/INC                            DUTCHESS COUNTY
       Wind Dir/Speed- 260/005 KTS                                                            Runway Ident     - 24
       Visibility    -     7.0   SM            ATC/Airspace                                   Runway Lth/Wid   -  5001/  100
       Lowest Sky/Clouds  -     4000 FT SCATTERED  Type of Flight Plan - NONE                 Runway Surface   - ASPHALT
       Lowest Ceiling        -  8000 FT OVERCAST   Type of Clearance   - NONE                 Runway Status    - DRY
       Obstructions to Vision- NONE                Type Apch/Lndg      - TRAFFIC PATTERN
       Precipitation         - NONE
       Condition of Light    - DAYLIGHT
--------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                         Age - UNK/NR              Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)               Biennial Flight Review                  Flight Time (Hours)
        STUDENT                                 Current       - N/A        Total       -     51      Last 24 Hrs -       0
                                                Months Since  - N/A        Make/Model-       51      Last 30 Days- UNK/NR
                                                Aircraft Type - N/A        Instrument-        2      Last 90 Days-      14

        Instrument Rating(s)  - NONE
--------------------------------------------------------------------------------------------------------------------
----Narrative----
THE SOLO STUDENT PLT STATED THAT DURING THE FLARE THE ACFT DRIFTED LEFT TOWARD THE RWY LIGHTS. A GO-AROUND WAS
INITIATED WITH POWER AND THE ACFT FLEW OVER THE LIGHTS BUT COLLIDED WITH THE UNIMPROVED GRASSY TERRAIN, COMING
TO REST APRX 30 FT LEFT OF THE RWY.
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Brief of Accident (Continued)

File No. - 2683   10/22/84   WAPPINGER FALLS,NY   A/C Reg. No. N49048   Time (Lcl) - 1350 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF RECENT TOTAL EXPERIENCE - PILOT IN COMMAND
3. GO-AROUND - ATTEMPTED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
4. PROPER DESCENT RATE - EXCEEDED - PILOT IN COMMAND
5. TERRAIN CONDITION - GROUND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

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                              National Transportation Safety Board
                                   Washington, D.C. 20594

                                      Brief of Accident

     File No. - 2676      11/01/84    ANDES,NY                  A/C Reg. No. N64182            Time (Lcl) - 1514 EST
-------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                       Injuries
                                                                DESTROYED                  Fatal    Serious    Minor     None
     Type of Operation          -BUSINESS                      Fire               Crew       0         0         0         1
     Flight Conducted Under     -14 CFR 91                      NONE              Pass       0         0         0         1
     Accident Occurred During   -TAKEOFF
-------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - CESSNA 172P             Eng Make/Model - LYCOMING O-320-D2J       ELT Installed/Activated - YES-UNK/NR
     Landing Gear   - TRICYCLE-FIXED          Number Engines -  1                         Stall Warning System - YES
     Max Gross Wt   -    2400                 Engine Type     - RECIPROCATING-CARBURETOR
     No. of Seats   -       4                 Rated Power     -      160 HP
-------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                  Itinerary                                Airport Proximity
     Wx Briefing      - FSS                        Last Departure Point                     OFF AIRPORT/STRIP
       Method         - TELEPHONE                    BINGHAMTON,NY
       Completeness   - UNK/NR                     Destination                            Airport Data
     Basic Weather    - VMC                          DANBURY,CT                               DELANEY
       Wind Dir/Speed- 180/015 KTS                                                            Runway Ident     - N/A
       Visibility     -     3.000 SM             ATC/Airspace                                 Runway Lth/Wid   - N/A
       Lowest Sky/Clouds -      2000 FT SCATTERED  Type of Flight Plan - VFR                  Runway Surface   - DIRT
       Lowest Ceiling       -   2000 FT OVERCAST   Type of Clearance   - VFR                  Runway Status    - DRY
       Obstructions to Vision- HAZE                Type Apch/Lndg      - STRAIGHT-IN                             HIGH VEGETATION
       Precipitation        - NONE                                       PRECAUTIONARY LANDING
       Condition of Light   - DAYLIGHT
-------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                    Age -      53             Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)          Biennial Flight Review                Flight Time (Hours)
         PRIVATE                            Current        - YES      Total       -    115       Last 24 Hrs -       2
         SE LAND                            Months Since   - UNK/NR   Make/Model-      49       Last 30 Days- UNK/NR
                                            Aircraft Type  - UNK/NR   Instrument-       1       Last 90 Days-      10


         Instrument Rating(s)  - NONE
-------------------------------------------------------------------------------------------------------------------
----Narrative----
ACCORDING TO THE PLT, HE ENCOUNTERED DETERIORATING VISIBILITY DUE TO HAZE & HE ELECTED TO LAND IN AN UNIMPROVED
FIELD. THE 1ST APPROACH WAS ABORTED; HOWEVER, THE ACFT TOUCHED DOWN ON THE 2ND APPROACH. AFTER TOUCHING DOWN, THE
PLT REALIZED THE FIELD WAS TOO SHORT. HE INITIATED A TAKEOFF, BUT THE ACFT WOULD NOT CLEAR BRUSH AT THE END OF THE
FIELD & SUBSEQUENTLY COLLIDED WITH THE BRUSH AND TREES.
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Brief of Accident (Continued)

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      File No. - 2676      11/01/84    ANDES,NY                      A/C Reg. No. N64182           Time (Lcl) - 1514 EST
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Occurrence #1         IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation    CRUISE - NORMAL

Finding(s)
  1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
  2. WEATHER CONDITION - HAZE
  3.   FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND
----------------------------------------------------------------------------------------------------------------------------

Occurrence #2         IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation    TAKEOFF - GROUND RUN

Finding(s)
  4. PRECAUTIONARY LANDING - INITIATED - PILOT IN COMMAND
  5. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
  6. ABORTED LANDING - DELAYED - PILOT IN COMMAND
  7. TERRAIN CONDITION - GROUND
----------------------------------------------------------------------------------------------------------------------------
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 3,5

Factor(s) relating to this accident is/are finding(s) 1,2,4,6,7
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                              National Transportation Safety Board
                                  Washington, D.C. 20594

                                     Brief of Accident

      File No. - 2730      11/27/84    MILLBROOK,NY             A/C Reg. No. N3709K            Time (Lcl) - 1700 EST
-----------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)         Aircraft Damage                       Injuries
                                                                 SUBSTANTIAL                 Fatal    Serious    Minor     None
     Type of Operation          -PERSONAL                       Fire                 Crew      0         0         0         1
     Flight Conducted Under     -14 CFR 91                       NONE                 Pass      0         0         0         0
     Accident Occurred During   -TAXI
-----------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - GLOBE GC-1B                Eng Make/Model - CONTINENTAL C-125-2       ELT Installed/Activated - YES/NO
     Landing Gear   - TAILWHEEL-ALL FIXED        Number Engines -  1                           Stall Warning System - YES
     Max Gross Wt   -    1710                    Engine Type     - RECIPROCATING-CARBURETOR
     No. of Seats   -       2                    Rated Power    -      125 HP
-----------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                 Itinerary                                  Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING     Last Departure Point                       ON AIRPORT
       Method         - N/A                         SAME AS ACC/INC
       Completeness   - N/A                      Destination                              Airport Data
     Basic Weather    - VMC                         SAME AS ACC/INC                          SKY ACRES
       Wind Dir/Speed- 180/004 KTS                                                           Runway Ident     - 17
       Visibility     -    10.0   SM            ATC/Airspace                                 Runway Lth/Wid   -  3885/    20
       Lowest Sky/Clouds  -     2000 FT SCATTERED  Type of Flight Plan - NONE                Runway Surface   - ASPHALT
       Lowest Ceiling         - NONE               Type of Clearance   - NONE                Runway Status    - DRY
       Obstructions to Vision- NONE                Type Apch/Lndg      - TRAFFIC PATTERN
       Precipitation          - NONE
       Condition of Light     - UNK/NR
-----------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                          Age -      60              Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)                Biennial Flight Review                  Flight Time (Hours)
         PRIVATE                                 Current         - YES        Total        -     348         Last 24 Hrs -        0
         SE LAND                                 Months Since    -  0         Make/Model-       420         Last 30 Days- UNK/NR
                                                 Aircraft Type - UNK/NR       Instrument-         8         Last 90 Days-        2


         Instrument Rating(s)  - NONE
-----------------------------------------------------------------------------------------------------------------------
----Narrative----
PLT STATED THAT WHILE TAXIING OFF THE RUNWAY ONTO THE TAXIWAY, A GUST OF WIND CAUSED THE ACFT TO DRIFT LEFT. PLT
STATED HE OVER CORRECTED WITH RUDDER AND POWER; ACFT SWERVED RIGHT, OFF THE NARROW PREPARED SURFACE AND DOWN A
STEEP EMBANKMENT.

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Brief of Accident (Continued)

File No. - 2790   11/27/84   MILLBROOK,NY   A/C Reg. No. N3709K   Time (Lcl) - 1700 EST

Occurrence #1   LOSS OF CONTROL - ON GROUND
Phase of Operation   TAXI - FROM LANDING

Finding(s)
1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. WEATHER CONDITION - GUSTS
3. REMEDIAL ACTION - EXCESSIVE - PILOT IN COMMAND

Occurrence #2   ON GROUND COLLISION WITH TERRAIN
Phase of Operation   TAXI

Finding(s)
4. TERRAIN CONDITION - DOWNHILL
5. TERRAIN CONDITION - ROUGH/UNEVEN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

Factor(s) relating to this accident is/are finding(s) 2,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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   File No. - 2645      12/17/84    BAINBRIDGE,NY             A/C Reg. No. N6099Y            Time (Lcl) - 2300 EST
-----------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-COMMUTER                 Aircraft Damage                       Injuries
     Name of Carrier            -SUSQUEHANNA AIRLINES, INC    DESTROYED                  Fatal   Serious   Minor     None
     Type of Operation          -SCHEDULED,DOMESTIC,PASSENGER Fire              Crew       2       0         0        0
     Flight Conducted Under     -14 CFR 135                  NONE               Pass       2       0         0        0
     Accident Occurred During   -APPROACH
-----------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - PIPER PA-23-250            Eng Make/Model - LYCOMING IO-540-C4B5      ELT Installed/Activated - YES/YES
     Landing Gear   - TRICYCLE-RETRACTABLE       Number Engines -  2                           Stall Warning System - YES
     Max Gross Wt   -    5200                    Engine Type    - RECIP-FUEL INJECTED
     No. of Seats   -       6                    Rated Power    -     250 HP
-----------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                Itinerary                                   Airport Proximity
     Wx Briefing      - COMPANY                  Last Departure Point                        OFF AIRPORT/STRIP
       Method         - UNK/NR                     BINGHAMTON,NY
       Completeness   - UNK/NR                   Destination                              Airport Data
     Basic Weather      IMC                        SAME AS ACC/INC                           SIDNEY
       Wind Dir/Speed- CALM                                                                  Runway Ident     - 07
       Visibility     - UNK/NR                 ATC/Airspace                                  Runway Lth/Wid   -   4220/   75
       Lowest Sky/Clouds  -    UNK/NR            Type of Flight Plan - NONE                  Runway Surface   - ASPHALT
       Lowest Ceiling       - UNK/NR             Type of Clearance   - NONE                  Runway Status    - DRY
       Obstructions to Vision- FOG               Type Apch/Lndg      - VALLEY/TERRAIN FOLLOWING
       Precipitation        - NONE
       Condition of Light   - NIGHT(DARK)
-----------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                       Age -     28            Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)             Biennial Flight Review                Flight Time (hours)
        COMMERCIAL,CFI                       Current        - YES       Total      -   4450        Last 24 Hrs -       2
        SE LAND,ME LAND                      Months Since  -  2         Make/Model-    675         Last 30 Days- UNK/NR
                                             Aircraft Type - GLFSTRM    Instrument-    850         Last 90 Days-     280
                                                                        Multi-Eng -   3950

        Instrument Rating(s)  - AIRPLANE
-----------------------------------------------------------------------------------------------------------------
----Narrative----
VFR CONDITIONS PREVAILED WHEN THE FLT DEPARTED BINGHAMTON, NY. THE DESTINATION WAS REPORTED AS CLEAR UNTIL
JUST PRIOR TO THE ESTIMATED TIME OF ARRIVAL, THEN FOG BEGAN TO FORM. WITNESSES WHO HEARD THE ACFT, JUST PRIOR TO THE
ACCIDENT, REPORTED HEAVY FOG. AFTER MAKING AN APCH TO RWY 7, THE ACFT TURNED TO A HEADING OF ABOUT 220 DEG, THEN
COLLIDED WITH TREES ON A WOODED HILL, .85 MI NORTH OF THE ARPT. NO PREIMPACT PART FAILURE OR MALFUNCTION WAS
FOUND. THE ELEVATION OF THE MAIN WRECKAGE WAS 1395 FT; THE ARPT ELEVATION WAS 1027 FT.
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Brief of Accident (Continued)

File No. - 2645 12/17/84 BAINBRIDGE,NY A/C Reg. No. N6099Y Time (Lcl) - 2300 EST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation APPROACH

Finding(s)
1. LIGHT CONDITION - DARK NIGHT
2. WEATHER CONDITION - FOG
3. GO-AROUND - PERFORMED - PILOT IN COMMAND
4. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING

Finding(s)
5. TERRAIN CONDITION - HIGH TERRAIN
6. TERRAIN CONDITION - MOUNTAINOUS/HILLY
7. OBJECT - TREE(S)
8. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,8

Factor(s) relating to this accident is/are finding(s) 1,2,5,6,7

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                              National Transportation Safety Board
                                    Washington, D.C. 20594

                                      Brief of Accident

     File No. - 2692        3/30/84    KELLEYS ISLAND,OH          A/C Reg. No. N30204            Time (Lcl) - 1815 EST
------------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)          Aircraft Damage                          Injuries
                                                                  SUBSTANTIAL                    Fatal   Serious   Minor    None
     Type of Operation          -PERSONAL                        Fire                   Crew       0        0        0        1
     Flight Conducted Under     -14 CFR 91                        NONE                  Pass       0        0        1        0
     Accident Occurred During   -LANDING
------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model      - CESSNA 177                Eng Make/Model - LYCOMING O-320-E2D         ELT Installed/Activated - YES/YES
     Landing Gear    - TRICYCLE-FIXED            Number Engines -  1                            Stall Warning System - YES
     Max Gross Wt    -    2350                   Engine Type     - RECIPROCATING-CARBURETOR
     No. of Seats    -      4                    Rated Power     -      150 HP
------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                  Itinerary                                 Airport Proximity
     Wx Briefing        NO RECORD OF BRIEFING      Last Departure Point                      ON AIRPORT
       Method           - N/A                        SAME AS ACC/INC
       Completeness     - N/A                      Destination                             Airport Data
     Basic Weather      - VMC                        PORT CLINTON,OH                           KELLEY'S ISLAND
       Wind Dir/Speed- VARIABLE                                                                Runway Ident      - 18
       Visibility      -     15.0    SM           ATC/Airspace                                 Runway Lth/Wid    -  2200/    25
       Lowest Sky/Clouds  -      8000 FT SCATTERED  Type of Flight Plan - NONE                 Runway Surface    - GRAVEL
       Lowest Ceiling          - NONE               Type of Clearance   - NONE                 Runway Status     - DRY
       Obstructions to Vision- NONE                 Type Apch/Lndg      - NONE
       Precipitation           - NONE
       Condition of Light      - DUSK
------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                          Age -      25           Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)                Biennial Flight Review               Flight Time (Hours)
         PRIVATE                                 Current         - YES     Total       -      99        Last 24 Hrs -        1
         SE LAND                                 Months Since  -  7        Make/Model-        4        Last 30 Days- UNK/NR
                                                 Aircraft Type - UNK/NR    Instrument-        0        Last 90 Days-        3

         Instrument Rating(s)  - NONE
------------------------------------------------------------------------------------------------------------------------
----Narrative----
ACCORDING TO THE PLT, ROTATION OCCURRED ABOUT 3/5 OF THE WAY DOWN THE GRAVEL STRIP AND THE ACFT CLIMBED TO 20-30
FT WHEN THE POWER LOSS OCCURRED. IN AN EFFORT TO MAINTAIN ALT THE NOSE ATTITUDE WAS INCREASED AND THE TAIL OF THE
ACFT STRUCK THE TREES AND THEN THE GROUND. THE PLT WAS UNABLE TO REMEMBER THE SPEED AT LIFTOFF STATING THAT HE
WAS CONCENTRATING ON THE OBSTACLES AT THE END OF THE RWY. DURING AND ENG TEST RUN THE ENG PERFORMED SATISFACTORILY
WITH NO MECHANICAL MALFUNCTIONS DISCOVERED.
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Brief of Accident (Continued)

File No. - 2692 3/30/84 KELLEYS ISLAND,OH A/C Reg. No. N30204 Time (Lcl) - 1815 EST

Occurrence #1 LOSS OF POWER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. ENGINE ASSEMBLY - UNDETERMINED
2. UNDETERMINED
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT,DIVERTED ATTENTION - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING

Finding(s)
4. OBJECT - TREE(S)

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING

Finding(s)
5. TERRAIN CONDITION - GROUND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

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                         National Transportation Safety Board
                              Washington, D.C. 20594

                                 Brief of Accident

     File No. - 2603      11/14/84    STRONGVILLE,OH            A/C Reg. No. N4739W           Time (Lcl) - 1200 EST
---------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)          Aircraft Damage                       Injuries
                                                                  SUBSTANTIAL                  Fatal   Serious   Minor    None
     Type of Operation           -PERSONAL                       Fire                   Crew     0        0        0        1
     Flight Conducted Under      -14 CFR 91                       NONE                   Pass     0        0        1        2
     Accident Occurred During    -DESCENT
---------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - ROCKWELL 114               Eng Make/Model - LYCOMING IO-540-T4A5D    ELT Installed/Activated - YES/NO
     Landing Gear   - TRICYCLE-RETRACTABLE       Number Engines -  1                          Stall Warning System - YES
     Max Gross Wt   -   3260                     Engine Type    - RECIP-FUEL INJECTED
     No. of Seats   -     4                      Rated Power    -    260 HP
---------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                 Itinerary                              Airport Proximity
     Wx Briefing       - FSS                      Last Departure Point                   OFF AIRPORT/STRIP
       Method          - TELEPHONE                  STRONGVILLE,OH
       Completeness    - WEATHER NOT PERTINENT     Destination                          Airport Data
     Basic Weather     - VMC                        LORAIN,OH
       Wind Dir/Speed- 170/005 KTS                                                        Runway Ident     - N/A
       Visibility     -    20.0   SM             ATC/Airspace                             Runway Lth/Wid   - N/A
       Lowest Sky/Clouds  -     25000 FT THIN BKN  Type of Flight Plan - NONE             Runway Surface   - N/A
       Lowest Ceiling        - NONE                Type of Clearance   - NONE             Runway Status    - N/A
       Obstructions to Vision- NONE                Type Apch/Lndg      - FORCED LANDING
       Precipitation         - NONE
       Condition of Light    - DAYLIGHT
---------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                         Age -     36            Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)               Biennial Flight Review                Flight Time (Hours)
        PRIVATE                                Current        - YES       Total       -    426        Last 24 Hrs - UNK/NR
        SE LAND                                Months Since   -  5        Make/Model-       30        Last 30 Days- UNK/NR
        HELICOPTER                             Aircraft Type  - 114       Instrument-        6        Last 90 Days-     30
                                                                                                      Rotorcraft  -    197

        Instrument Rating(s)   - NONE
---------------------------------------------------------------------------------------------------------------------
----Narrative----
PLT WAS AWARE RUNWAY HAD A PRONOUNCED DIP JUST PRIOR TO ROTATION AREA OF HIS ACFT. PASSING THE DIP ON TAKEOFF ROLL,
HE FELT A "SHIMMY" WHICH HE ATTRIBUTED TO NOSE GEAR REACTION TO THE DIP. PLT CONSIDERED ABORTING TAKEOFF, BUT
FELT INSUFFICIENT RUNWAY REMAINED. ON INITIAL CLIMB, ACFT BEGAN SEVERE VIBRATION, CLIMB ABOVE 100 FT AGL NOT POSSIBLE
PLT MANEUVERED TO AVOID TALL TREES IN WOODED AREA AHEAD BUT COULD NOT MAINTAIN SAFE ALTITUDE AND AIRSPEED; ALLOWED
THE ACFT TO STALL/MUSH INTO TREES. PLT STATED INITIAL CHECKOUT IN MAKE/MODEL INCLUDED INSTRUCTIONS TO "HOLD NOSE ON
GROUND UNTIL REACHING 90 KTS." FAA INSPECTOR STATED THIS SPEED IS EXCESSIVE AND WILL CAUSE THE ACFT TO "WHEELBARROW."
INVESTIGATION REVEALED NOSEDOWN TRIM SETTING, PROP MARKS ON RWY AND ALL PROP BLADES BENT REARWARD 4 INCHES FROM TIPS.
---------------------------------------------------------------------------------------------------------------------
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Brief of Accident (Continued)

File No. - 2603 11/14/84 STRONGVILLE,OH A/C Reg. No. N4739W Time (Lcl) - 1200 EST

Occurrence #1 PROPELLER/ROTOR CONTACT
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)
1. TRIM SETTING - IMPROPER - PILOT IN COMMAND
2. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE,IMPROPER TRANSITION/UPGRADE TRAINING - OTHER PERSONNEL
4. TERRAIN CONDITION - RUNWAY

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
5. PROPELLER SYSTEM/ACCESSORIES - PREVIOUS DAMAGE
6. PROPELLER SYSTEM/ACCESSORIES - VIBRATION
7. AIRCRAFT PERFORMANCE,CLIMB CAPABILITY - DETERIORATED
8. REMEDIAL ACTION - NOT POSSIBLE - PILOT IN COMMAND
9. STALL/MUSH - INTENTIONAL - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)
10. TERRAIN CONDITION - HIGH TERRAIN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,7,9

Factor(s) relating to this accident is/are finding(s) 1,3,5,6,8,10

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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     File No. - 2621       8/05/84    WALTERS,OK              A/C Reg. No. N5525F          Time (Lcl) - 2000 CDT
------------------------------------------------------------------------------------------------------------------
----Basic Information----
      Type Operating Certificate-NONE (GENERAL AVIATION)      Aircraft Damage                    Injuries
                                                               SUBSTANTIAL                 Fatal   Serious   Minor   None
      Type of Operation          -PERSONAL                    Fire                  Crew     0        0        0       1
      Flight Conducted Under     -14 CFR 91                    NONE                 Pass     0        0        0       1
      Accident Occurred During   -LANDING
------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
      Make/Model     - CESSNA 150F             Eng Make/Model - CONTINENTAL O-200-A      ELT Installed/Activated - UNK/NR
      Landing Gear   - TRICYCLE-FIXED          Number Engines -  1                          Stall Warning System - YES
      Max Gross Wt   -    1600                 Engine Type     - RECIPROCATING-CARBURETOR
      No. of Seats   -       2                 Rated Power     -     100 HP
------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                                 Itinerary                                Airport Proximity
      Wx Briefing      - NO RECORD OF BRIEFING     Last Departure Point                     OFF AIRPORT/STRIP
        Method         - N/A                         LAWTON,OK
        Completeness   - N/A                      Destination                            Airport Data
      Basic Weather    - VMC                         UNK/NR
        Wind Dir/Speed- 140/006 KTS                                                        Runway Ident     - N/A
        Visibility     -    15.0    SM           ATC/Airspace                              Runway Lth/Wid   - N/A
        Lowest Sky/Clouds  -      10000 FT SCATTERED  Type of Flight Plan - NONE           Runway Surface   - GRASS/TURF
        Lowest Ceiling           - NONE             Type of Clearance    - NONE            Runway Status    - DRY
        Obstructions to Vision- NONE                Type Apch/Lndg       - UNK/NR
        Precipitation            - NONE
        Condition of Light       - DUSK
------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                           Age -      41             Medical Certificate - EXPIRED
        Certificate(s)/Rating(s)                Biennial Flight Review                 Flight Time (Hours)
          NONE                                       Current        - N/A        Total      -      40        Last 24 Hrs - UNK/NR
                                                     Months Since   - N/A        Make/Model-      10        Last 30 Days- UNK/NR
                                                     Aircraft Type  - N/A        Instrument-       1        Last 90 Days- UNK/NR


          Instrument Rating(s)  - NONE
------------------------------------------------------------------------------------------------------------------
----Narrative----
PLT TOOK THE ACFT WITHOUT AUTHORIZATION AND ATTEMPTED A LANDING IN AN OPEN FIELD NEAR HIS PASSENGER'S HOME. THE
TERRAIN WAS SOFT AND UNSUITABLE FOR ACFT OPERATIONS. ACFT RIGHT WING CONTACTED THE GROUND DURING LNDG ROLL,
DAMAGING THE WING ATTACH POINT. PLT HELD AN EXPIRED STUDENT CERTIFICATE.

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Brief of Accident (Continued)

File No. - 2621 8/05/84 WALTERS,OK A/C Reg. No. N6525F Time (Lcl) - 2000 CDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)
1. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
2. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - OPEN FIELD
3. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - SOFT
4. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
6. STOLEN AIRCRAFT/UNAUTHORIZED USE
7. IMPROPER USE OF EQUIPMENT/AIRCRAFT,INTERPERSONAL RELATIONS - PILOT IN COMMAND

Occurrence #2 DRAGGED WING, ROTOR, POD, OR FLOAT
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4

Factor(s) relating to this accident is/are finding(s) 1,3,5,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2639 8/09/84 TULSA,OK A/C Reg. No. N5105F Time (Lcl) - 0245 CDT

----Basic Information----

Type Operating Certificate-ON-DEMAND AIR TAXI
Name of Carrier -EARL W. WEVER
Type of Operation -NON SCHED,DOMESTIC,PASSENGER
Flight Conducted Under -14 CFR 135
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	1	0	0
Pass	0	1	2	0

----Aircraft Information----

Make/Model - PIPER PA-32R-300
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3400
No. of Seats - 7

Eng Make/Model - LYCOMING IO-540-K1G5D
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 300 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - FSS
Method - IN PERSON
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 240/014 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 7000 FT SCATTERED
Lowest Ceiling - 25000 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
COLORADO SPRING,CO

ATC/Airspace
Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND

Age - 54
Biennial Flight Review
Current - YES
Months Since - 2
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 1998
Make/Model - 1998
Instrument - 263
Last 24 Hrs - 5
Last 30 Days - UNK/NR
Last 90 Days - 112

Instrument Rating(s) - AIRPLANE

----Narrative----

ON CLIMBOUT FROM A NIGHT TAKEOFF, A COMPLETE POWER LOSS OCCURRED. THE PLT ATTEMPTED TO RETURN TO THE AIRPORT, BUT INSUFFICIENT ALTITUDE WAS AVAILABLE. DURING AN ENSUING FORCED LANDING, THE ACFT COLLIDED WITH TREES BEFORE GROUND IMPACT. AN INVESTIGATION REVEALED A METAL ELBOW HAD NOT BEEN INSTALLED IN THE FLEXIBLE INDUCTION AIR DUCT DURING AN ENGINE OVERHAUL. SUBSEQUENTLY THE DUCT COLLAPSED & BLOCKED THE INDUCTION AIRFLOW TO THE ENG.

Brief of Accident (Continued)

File No. - 2639   8/09/84   TULSA,OK   A/C Reg. No. N5105F   Time (Lcl) - 0245 CDT

Occurrence #1   LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation   CLIMB - TO CRUISE

Finding(s)
1. FUEL SYSTEM,RAM AIR - INCORRECT
2. MAINTENANCE,INSTALLATION - IMPROPER - OTHER MAINTENANCE PSNL
3. FUEL SYSTEM,RAM AIR - BLOCKED(TOTAL)

Occurrence #2   FORCED LANDING
Phase of Operation   DESCENT - EMERGENCY

Occurrence #3   IN FLIGHT COLLISION WITH OBJECT
Phase of Operation   LANDING

Finding(s)
4. LIGHT CONDITION - DARK NIGHT
5. TERRAIN CONDITION - NONE SUITABLE
6. OBJECT - TREE(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2649 8/11/84 REED,OK A/C Reg. No. N32330 Time (Lcl) - 1530 CDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage
DESTROYED
Fire
NONE

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	2	0	0	0

----Aircraft Information----

Make/Model - PIPER PA-28-161
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2325
No. of Seats - 4
Eng Make/Model - LYCOMING O-320-DEG
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP
ELT Installed/Activated - YES/NO
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - NWS
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - IMC
Wind Dir/Speed- 180/008 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - 1000 FT SCATTERED
Lowest Ceiling - 6000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - RAIN
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAYRE,OK
Destination
CLEBURNE,TX

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 43
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - C-152

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 79
Make/Model- 5
Instrument- 2
Last 24 Hrs - UNK/NR
Last 30 Days- 8
Last 90 Days- 60

Instrument Rating(s) - NONE

----Narrative----

ARPT MANAGER REPORTED PREFLIGHT DISCUSSION WITH PLT CONCERNING WEATHER TO SOUTH (INTENDED DIRECTION OF FLIGHT) BUT PLT STATED HE DIDN'T THINK THERE WOULD BE ANY TROUBLE. MGR OBSERVED ACFT TAKEOFF AND DISAPPEAR INTO CLOUDS TO THE SOUTH. WITNESSES REPORTED HEARING SOUNDS OF ACFT ENGINE "REVVING UP REAL HIGH" THEN CEASING. EYEWITNESS OBSERVED ACFT APPEAR BELOW CLOUD BASE WITH PIECES COMING OFF. WITNESSES STATED IT WAS RAINING HARD WITH THUNDER. INVESTIGATION SHOWED LEFT AND RIGHT WINGS AND STABILATOR HALVES FAILED IN ASSYMETRICAL OVERLOAD (ROLLING PULLOUT).

File No. - 2649 8/11/84 REED,OK A/C Reg. No. N32330 Time (Lcl) - 1530 CDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE

Finding(s)
1. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND
2. IMPROPER DECISION,LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
3. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
4. WEATHER CONDITION - THUNDERSTORM

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation UNKNOWN

Finding(s)
5. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
6. IMPROPER USE OF EQUIPMENT/AIRCRAFT,SPATIAL DISORIENTATION - PILOT IN COMMAND
7. WEATHER CONDITION - TURBULENCE IN CLOUDS

Occurrence #3 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)
8. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND
9. WING - OVERLOAD
10. WING - SEPARATION
11. FLIGHT CONTROL,STABILATOR - OVERLOAD

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5,6,8

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2637 8/22/84 TAHLEQUAH,OK A/C Reg. No. N3350Z Time (Lcl) - 2350 CDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	1	1

----Aircraft Information----

Make/Model - PIPER PA-22-150
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1840
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-A1A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - UNK/NR
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 040/005 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(BRIGHT)

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FULL STOP

Airport Proximity
ON AIRPORT

Airport Data
TAHLEQUAH MUNICIPAL
Runway Ident - 17
Runway Lth/Wid - 3200/ 60
Runway Surface - ASPHALT
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
STUDENT

Age - 32
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)			
Total -	14	Last 24 Hrs -	0
Make/Model-	14	Last 30 Days-	2
Instrument-	0	Last 90 Days-	6

Instrument Rating(s) - NONE

----Narrative----

LAW ENFORCEMENT OFFICERS RESPONDING TO THE ACFT ACCIDENT FOUND THE ACFT INVERTED BEYOND THE SOUTH END OF THE RUNWAY. PLT STATED HE AND HIS PASSENGERS HAD BEEN DRINKING BEER AND DECIDED TO GO FLYING. PLT'S STATEMENTS TO OFFICERS ARE NOT CLEAR ON EXACT EVENTS OF THE LANDING OTHER THAN OVERSHOOTING THE RUNWAY.

Brief of Accident (Continued)

File No. - 2637 8/22/84 TAHLEQUAH,OK A/C Reg. No. N3350Z Time (Lcl) - 2350 CDT

Occurrence #1 OVERRUN
Phase of Operation LANDING

Finding(s)
1. ALTITUDE - MISJUDGED - PILOT IN COMMAND
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT,TOTAL - PILOT IN COMMAND
3. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT,PHYSICAL IMPAIRMENT(ALCOHOL) - PILOT IN COMMAND
5. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
6. LIGHT CONDITION - NIGHT

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING

Finding(s)
7. OBJECT - FENCE

Occurrence #3 NOSE OVER
Phase of Operation LANDING

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,5

Factor(s) relating to this accident is/are finding(s) 1,2,6,7

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                              National Transportation Safety Board
                                   Washington, D.C. 20594

                                      Brief of Accident

    File No. - 2638       8/25/84    TULSA,OK                A/C Reg. No. N89099           Time (Lcl) - 1842 CDT
------------------------------------------------------------------------------------------------------------------
----Basic Information----
      Type Operating Certificate-NONE (GENERAL AVIATION)       Aircraft Damage                        Injuries
                                                                SUBSTANTIAL                  Fatal   Serious   Minor    None
      Type of Operation           -INSTRUCTIONAL               Fire                   Crew     0        0        0        1
      Flight Conducted Under      -14 CFR 91                    NONE                  Pass     0        0        0        0
      Accident Occurred During    -LANDING
------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
      Make/Model     - CESSNA 152                   Eng Make/Model - LYCOMING O-235-L2C       ELT Installed/Activated - UNK/NR
      Landing Gear   - TRICYCLE-FIXED               Number Engines -  1                          Stall Warning System - YES
      Max Gross Wt   -    1670                      Engine Type     - RECIPROCATING-CARBURETOR
      No. of Seats   -       2                      Rated Power     -      110 HP
------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                                  Itinerary                                  Airport Proximity
      Wx Briefing      - NO RECORD OF BRIEFING      Last Departure Point                       ON AIRPORT
        Method         - N/A                          SAME AS ACC/INC
        Completeness   - N/A                        Destination                              Airport Data
      Basic Weather    - VMC                          LOCAL                                    RICHARD LLOYD JONES JR.
        Wind Dir/Speed- 120/008 KTS                                                            Runway Ident      - 18R
        Visibility     -    10.0   SM              ATC/Airspace                                Runway Lth/Wid    -   4000/   100
        Lowest Sky/Clouds  -    25000 FT SCATTERED   Type of Flight Plan - NONE                Runway Surface    - ASPHALT
        Lowest Ceiling         - NONE                Type of Clearance   - NONE                Runway Status     - DRY
        Obstructions to Vision- NONE                 Type Apch/Lndg      - FULL STOP
        Precipitation          - NONE
        Condition of Light     - DAYLIGHT
------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                         Age - UNK/NR                 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
       Certificate(s)/Rating(s)               Biennial Flight Review                    Flight Time (Hours)
          STUDENT                                Current       - N/A          Total       -     15        Last 24 Hrs -       1
                                                 Months Since  - N/A          Make/Model-       15        Last 30 Days-       3
                                                 Aircraft Type - N/A          Instrument-        0        Last 90 Days-      10

          Instrument Rating(s)   - NONE
------------------------------------------------------------------------------------------------------------------
----Narrative----
PLT LOST CONTROL AFTER A HARD, RIGHT-WIND-DOWN LANDING. ACFT PORPOISED, COLLAPSING THE NOSE GEAR AND CAME TO REST
NOSE DOWN.
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Brief of Accident (Continued)

File No. - 2638   8/25/84   TULSA,OK   A/C Reg. No. N89099   Time (Lcl) - 1842 CDT

Occurrence #1   HARD LANDING
Phase of Operation   LANDING - FLARE/TOUCHDOWN

Finding(s)
1. FLARE - IMPROPER - PILOT IN COMMAND

Occurrence #2   LOSS OF CONTROL - ON GROUND
Phase of Operation   LANDING

Finding(s)
2. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

Occurrence #3   NOSE GEAR COLLAPSED
Phase of Operation   LANDING

Finding(s)
4. LANDING GEAR,NOSE GEAR ASSEMBLY - OVERLOAD

Occurrence #4   NOSE DOWN
Phase of Operation   LANDING

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2673 9/10/84 ALTUS,OK A/C Reg. No. N20148 Time (Lcl) - 2050 CDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1

----Aircraft Information----

Make/Model - BEECH 95-B55
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 5100
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-470L
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 260 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 220/019 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
LAWTON,OK
Destination
SAME AS ACC/INC

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - STRAIGHT-IN
FULL STOP

Airport Proximity
ON AIRPORT

Airport Data
ALTUS MUNICIPAL
Runway Ident - 17
Runway Lth/Wid - 5000/ 50
Runway Surface - CONCRETE
Runway Status - UNK/NR

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND,ME LAND

Age - 35
Biennial Flight Review
Current - YES
Months Since - 14
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)
Total - 1251
Make/Model- 798
Instrument- 271
Multi-Eng - 796
Last 24 Hrs - 1
Last 30 Days- UNK/NR
Last 90 Days- 64

Instrument Rating(s) - AIRPLANE

----Narrative----

ACCORDING TO THE PLT, WITH FULL FLAPS EXTENDED THE ACFT ENCOUNTERED A WINDSHEAR DURING THE FLARE CAUSING AN EXCESSIVE RATE OF DESCENT ON TOUCHDOWN. RWY CONTACT COLLAPSED THE LEFT MAIN LANDING GEAR ALLOWING THE LEFT WING TO SCRAPE ON THE RWY. SHORTLY BEFORE LANDING ALTUS AIR FORCE BASE ADVISED THE PLT OF WINDS FROM THE SW AT 19 KTS GUSTING TO 29.

Brief of Accident (Continued)

File No. - 2673 9/10/84 ALTUS,OK A/C Reg. No. N20148 Time (Lcl) - 2050 CDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. WEATHER CONDITION - WINDSHEAR
2. WEATHER CONDITION - CLOUDS
3. COMPENSATION FOR WIND CONDITIONS - EXCEEDED - PILOT IN COMMAND
4. PROPER DESCENT RATE - EXCEEDED - PILOT IN COMMAND

Occurrence #2 MAIN GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
5. LANDING GEAR,MAIN GEAR - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4

Factor(s) relating to this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2696 9/11/84 MAYSVILLE,OK A/C Reg. No. N9560G Time (Lcl) - 0715 CDT

----Basic Information----

Type Operating Certificate-AGRICULTURAL AIRCRAFT
Type of Operation -AERIAL APPLICATION
Flight Conducted Under -14 CFR 137
Accident Occurred During -TAKEOFF

Aircraft Damage
DESTROYED
Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

----Aircraft Information----

Make/Model - CESSNA A188B
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 4200
No. of Seats - 1
Eng Make/Model - CONTINENTAL IO-520-D
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 300 HP
ELT Installed/Activated - NO -N/A
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 170/012 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
MAYSVILLE,OK
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRSTRIP

Airport Data
BURFORD
Runway Ident - 17
Runway Lth/Wid - 4000
Runway Surface - GRASS/TURF
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND

Age - 42
Biennial Flight Review
Current - YES
Months Since - 5
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 2372
Make/Model- 2055
Instrument- 20
Last 24 Hrs - 2
Last 30 Days- 20
Last 90 Days- 60

Instrument Rating(s) - NONE

----Narrative----

WITH APRX 300 FT OF RWY REMAINING THE PLT ROTATED. THE ACFT FLEW TO ABOUT 15 FT BEFORE IT SETTLED BACK TO THE GROUND AT THE END OF THE SOD STRIP. AFTER ROLLING THROUGH 2 FENCES THE ACFT COLLIDED WITH A DIRT BANK NEXT TO A DITCH COLLAPSING THE MAIN GEAR. THE ACFT NOSED OVER AND CAME TO REST INVERTED 75 TO 80 FT FROM THE END OF THE RWY. ACCORDING TO THE PLT THE ENG WAS DEVELOPING POWER AT IMPACT WITH THE DITCH.

File No. - 2696 9/11/84 MAYSVILLE,OK A/C Reg. No. N9560G Time (Lcl) - 0715 CDT

Occurrence #1 OVERRUN
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)
1. LIFT-OFF - ATTEMPTED - PILOT IN COMMAND
2. AIRSPEED - INADEQUATE - PILOT IN COMMAND
3. CLIMB - NOT POSSIBLE - PILOT IN COMMAND
4. DESCENT - UNCONTROLLED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)
5. OBJECT - FENCE

Occurrence #3 ON GROUND COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)
6. TERRAIN CONDITION - DIRT BANK

Occurrence #4 MAIN GEAR COLLAPSED
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)
7. LANDING GEAR,MAIN GEAR - OVERLOAD

Occurrence #5 NOSE OVER
Phase of Operation TAKEOFF - GROUND RUN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2632 9/21/84 SAND SPRINGS,OK A/C Reg. No. N2000G Time (Lcl) - 2020 CDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -APPROACH

Aircraft Damage
DESTROYED
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	1	0
Pass	0	0	1	0

----Aircraft Information----

Make/Model - CESSNA 182A
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2650
No. of Seats - 5

Eng Make/Model - CONTINENTAL O-470-L
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 230 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 150/010 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - 7000 FT
Lowest Ceiling - 7000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary
Last Departure Point
CHANDLER,OK
Destination
SAME AS ACC/INC

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - STRAIGHT-IN
FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
WM. R. POGUE
Runway Ident - 17
Runway Lth/Wid - 3500/ 75
Runway Surface - ASPHALT
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND,ME LAND

Age - 31
Biennial Flight Review
Current - YES
Months Since - 12
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)
Total - 714
Make/Model- 31
Instrument- 104
Multi-Eng - 20
Last 24 Hrs - 1
Last 30 Days- UNK/NR
Last 90 Days- 59

Instrument Rating(s) - NONE

----Narrative----

ACFT WAS ON FINAL APCH TO LAND ON RETURN LEG OF X-COUNTRY WHEN ENG BEGAN RUNNING ROUGH AND SUBSEQUENTLY QUIT. ACFT CONTACTED TREES SHORT OF THE RWY. PLT STATED A TTL OF 5 GALLONS OF FUEL WERE DRAINED FROM BOTH FUEL TANKS COLLECTIVELY AFTER THE ACCIDENT. PUBLISHED SPECIFICATIONS FOR THE ACFT REVEAL UNUSABLE FUEL IS APRX 10 GALLONS.

Brief of Accident (Continued)

File No. - 2532   9/21/84   SAND SPRINGS,OK   A/C Reg. No. N2000G   Time (Lcl) - 2020 CDT

Occurrence #1   LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation   APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
1. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
2. FUEL CONSUMPTION CALCULATIONS - MISJUDGED - PILOT IN COMMAND
3. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
4. FLUID,FUEL - EXHAUSTION

Occurrence #2   IN FLIGHT COLLISION WITH OBJECT
Phase of Operation   APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
5. OBJECT - TREE(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1

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                              National Transportation Safety Board
                                    Washington, D.C. 20594

                                      Brief of Accident

   File No. - 2626       10/07/84    WAURIKA,OK                A/C Reg. No. N6685L            Time (Lcl) - 1545 CDT
--------------------------------------------------------------------------------------------------------------------
----Basic Information----
   Type Operating Certificate-NONE (GENERAL AVIATION)         Aircraft Damage                          Injuries
                                                               DESTROYED                   Fatal    Serious    Minor     None
   Type of Operation           -PERSONAL                      Fire                  Crew      0         1          0         0
   Flight Conducted Under      -14 CFR 91                      NONE                 Pass      0         0          2         0
   Accident Occurred During    -LANDING
--------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
   Make/Model      - LAKE LA-4-200          Eng Make/Model  - LYCOMING IO-360            ELT Installed/Activated - YES/YES
   Landing Gear    - AMPHIBIAN              Number Engines  -   1                            Stall Warning System - UNK/NP
   Max Gross Wt    -    2350                Engine Type     - RECIP-FUEL INJECTED
   No. of Seats    -      4                 Rated Power     -     180 HP
--------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                            Itinerary                                  Airport Proximity
   Wx Briefing       - NO RECORD OF BRIEFING  Last Departure Point                     OFF AIRPORT/STRIP
     Method          - N/A                      LAWTON,OK
     Completeness    - N/A                   Destination                             Airport Data
   Basic Weather     - VMC                      WAURIKA LAKE,OK
     Wind Dir/Speed- 350/008 KTS                                                       Runway Ident       - N/A
     Visibility      -    20.0   SM         ATC/Airspace                               Runway Lth/Wid     - N/A
     Lowest Sky/Clouds  -    4000 FT SCATTERED  Type of Flight Plan - NONE             Runway Surface     - N/A
     Lowest Ceiling          - NONE          Type of Clearance    - NONE               Runway Status      - N/A
     Obstructions to Vision- NONE            Type Apch/Lndg       - UNK/NR
     Precipitation           - NONE
     Condition of Light      - DAYLIGHT
--------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                      Age -      38            Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)          Biennial Flight Review                 Flight Time (Hours)
       COMMERCIAL                          Current        - YES      Total        -   6364      Last 24 Hrs -        1
       SE LAND,ME LAND,SE SEA              Months Since   -  6       Make/Model-      176      Last 30 Days- UNK/NR
                                           Aircraft Type - UNK/NR    Instrument-      394      Last 90 Days-       25
                                                                     Multi-Eng -      521

       Instrument Rating(s)   - AIRPLANE
--------------------------------------------------------------------------------------------------------------------
----Narrative----
ACCORDING TO WITNESSES, THE ACFT NOSE WAS TOO LOW AT WATER CONTACT ON LNDG TOUCHDOWN AND THE NOSE AND RIGHT PONTOON
DUG INTO THE WATER. THE ACFT SWERVED ABRUPTLY TO THE RIGHT, FLIPPED INVERTED AND SANK. NO LOGS OR OTHER FLOATING
DEBRIS WERE LOCATED DURING A POST MISHAP CHECK OF THE AREA.
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Brief of Accident (Continued)

File No. - 2626 10/07/84 WAURIKA,OK A/C Reg. No. N6685L Time (Lcl) - 1545 CDT

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. FLARE - INADEQUATE - PILOT IN COMMAND
2. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - WATER,GLASSY

Occurrence #2 DRAGGED WING, ROTOR, POD, OR FLOAT
Phase of Operation LANDING

Occurrence #3 NOSE OVER
Phase of Operation LANDING

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

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                          National Transportation Safety Board
                               Washington, D.C. 20594

                                  Brief of Accident

   File No. - 2714      11/24/84    NEWCASTLE,OK              A/C Reg. No. N24788            Time (Lcl) - 0800 CST
-----------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)          Aircraft Damage                  Injuries
                                                                 SUBSTANTIAL                Fatal   Serious   Minor    None
    Type of Operation          -INSTRUCTIONAL                   Fire                 Crew     0        0        0        2
    Flight Conducted Under     -14 CFR 91                        NONE                 Pass     0        0        0        0
    Accident Occurred During   -DESCENT
-----------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - PIPER PA-38-112          Eng Make/Model - LYCOMING O-235-L2C      ELT Installed/Activated - YES/YES
    Landing Gear   - TRICYCLE-FIXED           Number Engines -  1                        Stall Warning System - YES
    Max Gross Wt   -     1670                 Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats   -     2                    Rated Power    -     115 HP
-----------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                            Itinerary                                   Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING  Last Departure Point                       OFF AIRPORT/STRIP
      Method         - N/A                      NORMAN OK
      Completeness   - N/A                   Destination                               Airport Data
    Basic Weather    - VMC                      LOCAL
      Wind Dir/Speed- 120/004 KTS                                                        Runway Ident     - N/A
      Visibility     -    15.0   SM          ATC/Airspace                                Runway Lth/Wid   - N/A
      Lowest Sky/Clouds  -     CLEAR           Type of Flight Plan - NONE                Runway Surface   - N/A
      Lowest Ceiling       - NONE              Type of Clearance   - NONE                Runway Status    - N/A
      Obstructions to Vision- NONE             Type Apch/Lndg      - SIMULATED FORCED LANDING
      Precipitation        - NONE
      Condition of Light   - DAWN
-----------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In Command                       Age  -    24             Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)             Biennial Flight Review               Flight Time (Hours)
        COMMERCIAL                           Current        - YES      Total      -   860        Last 24 Hrs -        1
        SE LAND                              Months Since   -  7       Make/Model -   501        Last 30 Days- UNK/NR
                                             Aircraft Type  - UNK/NR   Instrument-     56        Last 90 Days-      313
                                                                       Multi-Eng  -     13

        Instrument Rating(s)  - AIRPLANE
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----Narrative----
ON SIMULATED EMERG LANDING, INSTRUCTOR EVALUATED APPROACH AS UNSALVAGABLE & AT 1700 FT AGL TOLD STUDENT TO EXECUTE
GO-AROUND. STUDENT HAD ALLOWED AIRSPEED TO DECAY IN AN EFFORT TO STRETCH GLIDE. STUDENT RAISED FLAPS & DID NOT
ADD PWR. AS ACFT SETTLED, INSTRUCTOR ADDED PWR AND REDEPLOYED FLAPS. INSTRUCTOR STATED HIS ATTEMPTS TO LOWER
ACFT NOSE TO GAIN AIRSPEED WERE THWARTED BY STUDENTS FAILURE TO RELINQUISH CONTROL AND CONTINUED APPLICATION
OF NOSE UP INPUT. INSTRUCTOR GAINED CONTROL TOO LATE TO AVOID STALL/MUSH INTO SOD FIELD.
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Brief of Accident (Continued)

File No. - 2714   11/24/84   NEWCASTLE,OK   A/C Reg. No. N2478B   Time (Lcl) - 0800 CST

Occurrence #1   LOSS OF CONTROL - IN FLIGHT
Phase of Operation   APPROACH - GO-AROUND (VFR)

Finding(s)
1. RAISING OF FLAPS - IMPROPER USE OF - DUAL STUDENT
2. THROTTLE/POWER CONTROL - NOT PERFORMED - DUAL STUDENT
3. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND(CFI)
4. RELINQUISHING OF CONTROL - NOT UNDERSTOOD - DUAL STUDENT
5. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
6. AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND(CFI)
7. STALL/MUSH - INADVERTENT -

Occurrence #2   IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation   DESCENT - UNCONTROLLED

Finding(s)
8. TERRAIN CONDITION - OPEN FIELD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,6

Factor(s) relating to this accident is/are finding(s) 1,2,4,5

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                              National Transportation Safety Board
                                   Washington, D.C. 20594

                                      Brief of Accident

    File No. - 2736      10/14/84    LAPINE,OR              A/C Reg. No. N11849            Time (Lcl) - 1530 PDT
---------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                    Injuries
                                                                SUBSTANTIAL               Fatal    Serious    Minor      None
     Type of Operation          -PERSONAL                      Fire                Crew     0          0         0         1
     Flight Conducted Under     -14 CFR 91                      NONE               Pass     0          0         0         0
     Accident Occurred During   -LANDING
---------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - CESSNA 150L              Eng Make/Model - CONTINENTAL O-200        ELT Installed/Activated - YES/NO
     Landing Gear   - TRICYCLE-FIXED           Number Engines -  1                          Stall Warning System - YES
     Max Gross Wt   -    1600                  Engine Type     - RECIPROCATING-CARBURETOR
     No. of Seats   -       2                  Rated Power     -     110 HP
---------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                Itinerary                               Airport Proximity
     Wx Briefing       - FSS                     Last Departure Point                    ON AIRSTRIP
       Method          - TELEPHONE                 REDDING,CA
       Completeness    - FULL                    Destination                           Airport Data
     Basic Weather     - VMC                       REDMOND,OR
       Wind Dir/Speed- 355/010 KTS                                                       Runway Ident      - UNK/NR
       Visibility      -    1.000 SM           ATC/Airspace                              Runway Lth/Wid    - UNK/NR
       Lowest Sky/Clouds  -                      Type of Flight Plan - VFR               Runway Surface    - UNK/NR
       Lowest Ceiling          -   4500 FT OVERCAST  Type of Clearance   - NONE          Runway Status     - SNOW - WET
       Obstructions to Vision- BLOWING SNOW      Type Apch/Lndg      - PRECAUTIONARY LANDING
       Precipitation           - SNOW SHOWER
       Condition of Light      - DAYLIGHT
---------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                        Age  -      31             Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)              Biennial Flight Review                 Flight Time (Hours)
         PRIVATE                                Current         - YES      Total        -    275          Last 24 Hrs -       3
         SE LAND                                Months Since    -  2       Make/Model-      196          Last 30 Days- UNK/NR
                                                Aircraft Type - UNK/NR     Instrument-        8          Last 90 Days-     122


         Instrument Rating(s)  - NONE
---------------------------------------------------------------------------------------------------------------------
----Narrative----
PLT RECIEVED INFLT WX BRIEF  PRESENT LOCATION AND NEXT REPORTING STATION WERE VFR, NO KNOWN ADVERSE WX BETWEEN
EN ROUTE. PLT ENCOUNTERED IMC. FUEL COMSUMED IN MANEUVERING TO AVIOD WX PRECLUDED RETURN TO KNOWN VFR AIRFIELD. PLT
ELECTED TO MAKE A PRECAUTIONARY LANDING AT AN ABANDONED AIRSTRIP  ON LANDING ROLL, LEFT WING STRUCK A SMALL TREE
THAT HAD GROWN ADJACENT TO THE STRIP.

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Brief of Accident (Continued)

File No. - 2736   10/14/84   LAPINE,OR   A/C Reg No. N11849   Time (Lcl) - 1530 PDT

Occurrence #1   IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation   CRUISE - NORMAL

Finding(s)
1. IN FLIGHT BRIEFING SERVICE - SELECTED - PILOT IN COMMAND
2. WEATHER FORECAST - NOT POSSIBLE -
3. WEATHER CONDITION - LOW CEILING
4. WEATHER CONDITION - SNOW

Occurrence #2   ON GROUND COLLISION WITH OBJECT
Phase of Operation   LANDING - ROLL

Finding(s)
5. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
6. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - NONE SUITABLE
7. OBJECT - TREE(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 7

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,6

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                         National Transportation Safety Board
                               Washington, D.C. 20594

                                  Brief of Accident

   File No. - 2698       5/11/84    COLLEGEVILLE PA          A/C Reg. No. N29DT                 Time (Lcl) - 1320 EDT
------------------------------------------------------------------------------------------------------------------------
----Basic Information----
   Type Operating Certificate-NONE (GENERAL AVIATION)      Aircraft Damage                            Injuries
                                                            DESTROYED                     Fatal   Serious   Minor    None
   Type of Operation           -PERSONAL                   Fire                  Crew       1        0        0        0
   Flight Conducted Under      -14 CFR 91                   NONE                 Pass       0        0        0        0
   Accident Occurred During    -DESCENT
------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
   Make/Model      - ICA BRASOV IS-29D2              Eng Make/Model - N/A                 ELT Installed/Activated - NO -N/A
   Landing Gear    - TAILWHEEL-RETRACTABLE MAINS     Number Engines - N/A                   Stall Warning System - UNK/NR
   Max Gross Wt    -      792                        Engine Type    - N/A
   No. of Seats    -        1                        Rated Power    - N/A
------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                     Itinerary                                   Airport Proximity
   Wx Briefing      - NO RECORD OF BRIEFING          Last Departure Point                        UNK/NR
     Method         - N/A                              COLLEGEVILLE,PA
     Completeness   - N/A                          Destination                                 Airport Data
   Basic Weather    - VMC                              LOCAL
     Wind Dir/Speed- 150/015 KTS                                                                 Runway Ident     - N/A
     Visibility     -      8.0   SM                ATC/Airspace                                  Runway Lth/Wid   - N/A
     Lowest Sky/Clouds -      5000 FT SCATTERED     Type of Flight Plan - NONE                   Runway Surface   - N/A
     Lowest Ceiling         - NONE                  Type of Clearance   - NONE                   Runway Status    - N/A
     Obstructions to Vision- NONE                   Type Apch/Lndg        NONE
     Precipitation          - NONE
     Condition of Light     - DAYLIGHT
------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                                 Age -      56              Medical Certificate - EXPIRED
      Certificate(s)/Rating(s)                       Biennial Flight Review                  Flight Time (Hours)
        COMMERCIAL                                      Current        - UNK/NR    Total        - UNK/NR      Last 24 Hrs - UNK/NR
        NONE                                            Months Since   - UNK/NR    Make/Model- UNK/NR         Last 30 Days- UNK/NR
        GLIDER                                          Aircraft Type  - UNK/NR    Instrument- UNK/NR         Last 90 Days- UNK/NR
                                                                                   Multi-Eng  - UNK/NR        Rotorcraft    UNK/NR

        Instrument Rating(s)  - NONE
------------------------------------------------------------------------------------------------------------------------
----Narrative----
ACCORDING TO A WITNESS WHO RAN THE WING OF THE GLIDER DURING TAKEOFF, AT 250 TO 300 FT AGL THE TOW ACFT TURNED
LEFT BUT THE GLIDER MAINTAINED RWY HEADING. SHORTLY THEREAFTER THE TOW LINE RELEASED AT THE GLIDER-END AND THE
GLIDER INITIATED A RIGHT TURN. AFTER APRX 45 DEG OF TURN THE GLIDER ENTERED A RIGHT SPIRAL AND NEAR VERTICAL DESCENT
TO GROUND IMPACT. NO MECHANICAL MALFUNCTIONS IN EITHER ACFT OR THE TOW EQUIPMENT WERE FOUND.

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Brief of Accident (Continued)

File No. - 2698 5/11/84 COLLEGEVILLE,PA A/C Reg. No. N29DT Time (Lcl) - 1320 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)
1. GLIDER LAUNCH/TOW EQUIPMENT - DISCONNECTED
2. AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND
3. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)
4. TERRAIN CONDITION GROUND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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File No. - 2720       9/03/84    WASHINGTON,PA                A/C Reg. No. N95035              Time (Lcl) - 1330 EDT
--------------------------------------------------------------------------------------------------------------------
----Basic Information----
   Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                          Injuries
                                                              SUBSTANTIAL                 Fatal    Serious    Minor    None
   Type of Operation         -PERSONAL                       Fire                 Crew      0         0         0        1
   Flight Conducted Under    -14 CFR 91                       NONE                Pass      0         0         0        1
   Accident Occurred During  -LANDING
--------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
   Make/Model     - CESSNA 152II             Eng Make/Model - LYCOMING O-235-N2C      ELT Installed/Activated - YES/NO
   Landing Gear   - TRICYCLE-FIXED           Number Engines -  1                         Stall Warning System - YES
   Max Gross Wt   -    1670                  Engine Type    - RECIPROCATING-CARBURETOR
   No. of Seats   -       2                  Rated Power    -     108 HP
--------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                             Itinerary                                 Airport Proximity
   Wx Briefing      - NO RECORD OF BRIEFING  Last Departure Point                       OFF AIRPORT/STRIP
     Method         - N/A                      PITTSBURG,PA
     Completeness   - N/A                   Destination                              Airport Data
   Basic Weather    - VMC                      LOCAL                                    WASHINGTON COMPANY
     Wind Dir/Speed- 230/009 KTS                                                        Runway Ident      - N/A
     Visibility     -    10.0    SM         ATC/Airspace                                Runway Lth/Wid    - N/A
     Lowest Sky/Clouds  -                    Type of Flight Plan - NONE                 Runway Surface    - N/A
     Lowest Ceiling         -                Type of Clearance   - NONE                 Runway Status     - N/A
     Obstructions to Vision- HAZE            Type Apch/Lndg      - FORCED LANDING
     Precipitation          - RAIN
     Condition of Light     - DAYLIGHT
--------------------------------------------------------------------------------------------------------------------
----Personnel Information----
  Pilot-In-Command                     Age -      24             Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
    Certificate(s)/Rating(s)           Biennial Flight Review                 Flight Time (Hours)
      COMMERCIAL,CFI                       Current        - NO       Total       -    650        Last 24 Hrs -        3
      SE LAND,ME LAND                      Months Since   -  0       Make/Model-     350        Last 30 Days  UNK/NR
                                           Aircraft Type - UNK/NR    Instrument-      83        Last 90 Days-     114
                                                                     Multi-Eng -      70

      Instrument Rating(s)  - AIRPLANE
--------------------------------------------------------------------------------------------------------------------
----Narrative----
FUEL EXHAUSTION OCCURRED 3.3 HRS INTO FLT. PLT STATED TANKS APPEARED TO BE FULL ON PREFLIGHT BUT ACFT RECORDS
SHOWED 0.6 HRS FLOWN ON PREVIOUS FLIGHT AND ACFT NOT SUBSEQUENTLY REFUELED. APRX 1.5 GALS FOUND IN TANKS ON
POST-MISHAP INSPECTION.

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Brief of Accident (Continued)

File No. - 2720 9/03/84 WASHINGTON,PA A/C Reg. No. N95035 Time (Lcl) - 1330 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)
1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. FLUID,FUEL - EXHAUSTION

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)
3. OBJECT - TREE(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3

National Transportation Safety Board
Washington, D C. 20594

Brief of Accident

File No. - 2733   9/20/84   WEST MIFFLIN,PA   A/C Reg. No. N52830   Time (Lcl) - 1917 EDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

----Aircraft Information----

Make/Model - CESSNA 182P
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2950
No. of Seats - 4
Eng Make/Model - CONTINENTAL O-470-S
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 230 HP
ELT Installed/Activated - YES/NO
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 230/015 KTS
Visibility - UNK/NR
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
WHEELING,WV
Destination
SAME AS ACC/INC

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity
ON AIRPORT

Airport Data
ALLEGHENY CO.
Runway Ident - 28
Runway Lth/Wid - 6500/ 150
Runway Surface - CONCRETE
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 54
Biennial Flight Review
Current - YES
Months Since - 11
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 400
Make/Model- 393
Instrument- 32
Multi-Eng - 7
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

----Narrative----

ON ARRIVAL AT AIRPORT, PLT RECEIVED WIND INFORMATION FROM TWR AS VARYING FROM 230 TO 250 DEGREES AT 15 KTS GUSTING TO 20 AND WAS OFFERRED A CHOICE OF RWY 28 OR RWY 23. RWY 23 IS 100 FT WIDE AND 2380 FT LONG. PLT CHOSE RWY 28. AT LANDING FLARE, ACFT ENCOUNTERED A STRONG CROSSWIND GUST.

Brief of Accident (Continued)

File No. - 2733   9/20/84   WEST MIFFLIN,PA   A/C Reg. No. N52830   Time (Lcl) - 1917 EDT

Occurrence #1   LOSS OF CONTROL - ON GROUND
Phase of Operation   LANDING - FLARE/TOUCHDOWN

Finding(s)
1. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. WEATHER CONDITION - CROSSWIND
4. WEATHER CONDITION - GUSTS

Occurrence #2   ON GROUND COLLISION WITH TERRAIN
Phase of Operation   LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3,4

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                              National Transportation Safety Board
                                   Washington, D.C. 20594

                                      Brief of Accident

    File No. - 2774       9/24/84    TITUSVILLE,PA             A/C Reg. No. N72053          Time (Lcl) - 0820 EDT
--------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)       Aircraft Damage                      Injuries
                                                              DESTROYED                 Fatal   Serious   Minor    None
    Type of Operation          -PERSONAL                     Fire               Crew      0        0        0        1
    Flight Conducted Under     -14 CFR 91                     ON GROUND          Pass      0        0        0        2
    Accident Occurred During   -APPROACH
--------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - BEECHCRAFT 58F               Eng Make/Model - CONTINENTAL TSIO-520-WB   ELT Installed/Activated - YES/YES
    Landing Gear   - TRICYCLE-RETRACTABLE         Number Engines -  2                           Stall Warning System - YES
    Max Gross Wt   -    6200                      Engine Type     - RECIP-FUEL INJECTED
    No. of Seats   -       6                      Rated Power     -     325 HP
--------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                 Itinerary                                Airport Proximity
    Wx Briefing       - NO RECORD OF BRIEFING     Last Departure Point                    ON AIRPORT
      Method          - N/A                         BUFFALO,NY
      Completeness    - N/A                      Destination                            Airport Data
    Basic Weather     - IMC                         TITUSVILLE,PA                          TITUSVILLE
      Wind Dir/Speed- 210/010 KTS                                                          Runway Ident     - 18
      Visibility      -     2.000 SM            ATC/Airspace                               Runway Lth/Wid   -  4900/   74
      Lowest Sky/Clouds  -     THIN BKN            Type of Flight Plan - NONE              Runway Surface   - ASPHALT
      Lowest Ceiling        -     900 FT BROKEN    Type of Clearance    - IFR               Runway Status    - DRY
      Obstructions to Vision- FOG                  Type Apch/Lndg       - VOR/TVOR
      Precipitation         - NONE                                        TRAFFIC PATTERN
      Condition of Light    - DAYLIGHT
--------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                     Age -     24            Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)           Biennial Flight Review                    Flight Time (Hours)
        COMMERCIAL                         Current        - YES       Total       -  2552        Last 24 Hrs -        1
        SE LAND,ME LAND                    Months Since   -  7        Make/Model-     49        Last 30 Days- UNK/NR
                                           Aircraft Type - UNK/NR    Instrument-    435        Last 90 Days-     127
                                                                      Multi-Eng -   2002

        Instrument Rating(s)   - AIRPLANE
--------------------------------------------------------------------------------------------------------------------
----Narrative----
PLT STATED THAT DURING FINAL APPROACH WITH A RIGHT QUARTERING CROSSWIND, THE ACFT PASSED AN OPENING IN THE TREES TO
THE RIGHT (FORMER INTERSECTING RUNWAY) AND THE SUDDEN INCREASE IN CROSSWIND COMPONENT CAUSED THE ACFT TO DRIFT
LEFT. PLT STATED HE ELECTED TO MAKE A GO-AROUND BUT BEFORE POWER COULD BE APPLIED, THE LEFT WING TIP STRUCK A
DIRT EMBANKMENT PARALLELING THE RUNWAY. PLT CLOSED THE THROTTLES AND ALLOWED THE ACFT TO CRASH LAND BESIDE THE
RUNWAY. LNGD GEAR COLLAPSED ON TOUCHDOWN DUE TO ACFT ATTITUDE (YAW) AND ROUGH TERRAIN. A SMALL FIRE FROM SHORTED
WIRING IN THE LEFT WING TIP STROBE WAS EXTINGUISHED BY HAND.

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Brief of Accident (Continued)

File No. - 2774 9/24/84 TITUSVILLE,PA A/C Reg. No. N72053 Time (Lcl) - 0820 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. WEATHER CONDITION - CROSSWIND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
3. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - DIRT BANK

Occurrence #3 COMPLETE GEAR COLLAPSED
Phase of Operation LANDING

Finding(s)
4. AIRPORT FACILITIES,INSTRUMENT APPROACH LIGHTS - ROUGH/UNEVEN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2788 9/25/84 HAZLETON,PA A/C Reg. No. N8859K Time (Lcl) - 1920 EDT

--- Basic Information ----
Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Aircraft Damage
DESTROYED
Fire
ON GROUND

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	1	1
Pass	0	0	2	0

----Aircraft Information----
Make/Model - PIPER PA-28-140
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2150
No. of Seats - 4
Eng Make/Model - LYCOMING O-320-E2A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP
ELT Installed/Activated - YES/YES
Stall Warning System - YES

----Environment/Operations Information----
Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 200/006 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - 10000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DUSK

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
HAZLETON
Runway Ident - 28
Runway Lth/Wid - 4899/ 100
Runway Surface - ASPHALT
Runway Status - DRY

----Personnel Information----
Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL,CFI
SE LAND
HELICOPTER

Age - 39
Biennial Flight Review
Current - YES
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - UNK/NR
Flight Time (Hours)
Total - UNK/NR
Make/Model- UNK/NR
Instrument- 0
Multi-eng - 0
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR
Rotorcraft - 0

Instrument Rating(s) - AIRPLANE,HELICOPTER

----Narrative----
ACFT DEPARTED WITH FULL FUEL AND PASSENGER LOAD NEAR MAX GROSS WEIGHT, TOWARD RISING TERRAIN. AFTER REACHING ABOUT 400 FT AGL, PLT FELT ACFT WAS LOSING CLIMB PERFORMANCE, ALTHOUGH NO SIGNS OF POWER DECREASE WERE NOTED. ACFT SEEMED TO BE SETTLING. PLT NOTED TREES AHEAD IN BEAM OF LNDG LIGHTS, CUT POWER AND ALLOWED ACFT TO STALL/MUSH INTO TREES. DENSITY ALTITUDE CALCULATION TO BE 3500 FT.

Brief of Accident (Continued)

File No. - 2788 9/25/84 HAZLETON,PA A/C Reg. No. N8859K Time (Lcl) - 1920 EDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. PERFORMANCE DATA - MISJUDGED - PILOT IN COMMAND
2. IMPROPER DECISION,COMPLACENCY - PILOT IN COMMAND
3. STALL/MUSH - INTENTIONAL - PILOT IN COMMAND
4. LIGHT CONDITION - NIGHT
5. TERRAIN CONDITION - HIGH VEGETATION
6. TERRAIN CONDITION - RISING

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3,4,5,6

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                              National Transportation Safety Board
                                    Washington, D.C. 20594

                                      Brief of Accident

    File No. - 2722       9/27/84     HARRISBURG,PA                A/C Reg. No. N2053N            Time (Lcl) - 1743 EDT
---------------------------------------------------------------------------------------------------------------------------
----Basic Information----
      Type Operating Certificate-NONE (GENERAL AVIATION)           Aircraft Damage                         Injuries
                                                                    SUBSTANTIAL                   Fatal    Serious    Minor     None
      Type of Operation          -INSTRUCTIONAL                    Fire                    Crew     0         0         0         1
      Flight Conducted Under     -14 CFR 91                         NONE                    Pass     0         0         0         2
      Accident Occurred During   -LANDING
---------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
      Make/Model     - CESSNA 140                  Eng Make/Model - CONTINENTAL C-85-12        ELT Installed/Activated - YES/NO
      Landing Gear   - TAILWHEEL-ALL FIXED         Number Engines -  1                           Stall Warning System - YES
      Max Gross Wt   -    1450                     Engine Type    - RECIPROCATING-CARBURETOR
      No. of Seats   -       2                     Rated Power    -      85 HP
---------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                                   Itinerary                                  Airport Proximity
      Wx Briefing      - NWS                         Last Departure Point                        ON AIRPORT
        Method         - UNK/NR                        CARLISLE,PA
        Completeness   - UNK/NR                      Destination                              Airport Data
      Basic Weather    - VMC                           HARRISBURG,PA                             CAPITAL CITY
        Wind Dir/Speed- 050/004 KTS                                                              Runway Ident     - 30
        Visibility     -   15.0   SM               ATC/Airspace                                  Runway Lth/Wid   -  3894/  150
        Lowest Sky/Clouds  -     5000 FT SCATTERED   Type of Flight Plan - NONE                  Runway Surface   - ASPHALT
        Lowest Ceiling        -  8000 FT OVERCAST    Type of Clearance   - NONE                  Runway Status    - DRY
        Obstructions to Vision- NONE                 Type Apch/Lndg      - TRAFFIC PATTERN
        Precipitation         - NONE
        Condition of Light    - DAYLIGHT
---------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                        Age -     39          Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
       Certificate(s)/Rating(s)              Biennial Flight Review                   Flight Time (Hours)
          COMMERCIAL,CFI                        Current       - YES         Total        -   1467        Last 24 Hrs -       2
          SE LAND,ME LAND                       Months Since  -  2          Make/Model-        32        Last 30 Days- UNK/NR
                                                Aircraft Type - UNK/NR      Instrument-        93        Last 90 Days-     183
                                                                            Multi-Eng -        21

          Instrument Rating(s)  - AIRPLANE
---------------------------------------------------------------------------------------------------------------------------
----Narrative----
ACFT WAS LANDED DOWNWIND IN LIGHT WIND CONDITIONS BY STUDENT PLT. ON ROLL-OUT, AFTER NORMAL BRAKING WAS APPLIED
FOR DECELERATION, ACFT BEGAN TO DRIFT RIGHT. STUDENT APPLIED LEFT BRAKE AS CFI ALSO APPLIED CORRECTIVE LEFT BRAKE.
LEFT BRAKE CONNECTING ROD FAILED IN OVERLOAD. WITH RT BRAKE STILL APPLIED, ACFT SWERVED RT, GROUND LOOPED AND
NOSED OVER.
---------------------------------------------------------------------------------------------------------------------------
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Brief of Accident (Continued)

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File No. - 2722      9/27/84     HARRISBURG,PA            A/C Reg. No. N2053N           Time (Lcl) - 1743 EDT
----------------------------------------------------------------------------------------------------------

Occurrence #1          LOSS OF CONTROL - ON GROUND
Phase of Operation     LANDING - ROLL

Finding(s)
  1. DIRECTIONAL CONTROL - NOT MAINTAINED - DUAL STUDENT
  2. LANDING GEAR,NORMAL BRAKE SYSTEM - OVERLOAD
  3.   BRAKES(NORMAL) - EXCESSIVE - DUAL STUDENT
  4. REMEDIAL ACTION - NOT POSSIBLE - PILOT IN COMMAND(CFI)
  5. GROUND LOOP/SWERVE - INADVERTENT -
----------------------------------------------------------------------------------------------------------

Occurrence #2          NOSE OVER
Phase of Operation     LANDING - ROLL
----------------------------------------------------------------------------------------------------------
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3,4
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                              National Transportation Safety Board
                                   Washington, D.C. 20594

                                      Brief of Accident

   File No. - 2775      10/06/84    KINZUA,PA                A/C Reg. No. N5484M           Time (Lcl) - 1600 EDT
--------------------------------------------------------------------------------------------------------------------
----Basic Information----
   Type Operating Certificate-NONE (GENERAL AVIATION)          Aircraft Damage                       Injuries
                                                                SUBSTANTIAL                Fatal   Serious   Minor    None
   Type of Operation          -PERSONAL                        Fire               Crew       0        0        1        0
   Flight Conducted Under     -14 CFR 91                        NONE              Pass       0        0        1        0
   Accident Occurred During   -CLIMB
--------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
   Make/Model     - CESSNA 152II              Eng Make/Model - LYCOMING O-235-N2C        ELT Installed/Activated - YES/YES
   Landing Gear   - TRICYCLE-FIXED            Number Engines -   1                          Stall Warning System - YES
   Max Gross Wt   -    1670                   Engine Type      - RECIPROCATING-CARBURETOR
   No. of Seats   -       2                   Rated Power      -     110 HP
--------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
 Weather Data                                    Itinerary                                 Airport Proximity
   Wx Briefing        - NO RECORD OF BRIEFING      Last Departure Point                      OFF AIRPORT/STRIP
     Method           - N/A                          DUNKIRK,NY
     Completeness     - N/A                         Destination                             Airport Data
   Basic Weather      - VMC                          LOCAL
     Wind Dir/Speed- 030/005 KTS                                                              Runway Ident      - N/A
     Visibility     -     1.000 SM                ATC/Airspace                                Runway Lth/Wid    - N/A
     Lowest Sky/Clouds  -     CLEAR                 Type of Flight Plan - NONE                Runway Surface    - N/A
     Lowest Ceiling         - NONE                  Type of Clearance    - NONE               Runway Status     - N/A
     Obstructions to Vision- NONE                   Type Apch/Lndg       - NONE
     Precipitation          - NONE
     Condition of Light     - DAYLIGHT
--------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                         Age -      29           Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)               Biennial Flight Review                Flight Time (Hours)
       PRIVATE                                 Current       - YES        Total       -    128        Last 24 Hrs -       2
       SE LAND                                 Months Since  -  5         Make/Model-      128        Last 30 Days- UNK/NR
                                               Aircraft Type - UNK/NR     Instrument-        0        Last 90 Days- UNK/NR


       Instrument Rating(s)  - NONE
--------------------------------------------------------------------------------------------------------------------
----Narrative----
AFTER DEMONSTRATING AN APPROACH TO A SIMULATED FORCED LNDG, PLT ELECTED TO CLIMB THROUGH A SADDLE IN RISING
TERRAIN. AFTER ENTERING THE SADDLE, PLT REALIZED THAT ACFT PERFORMANCE MIGHT NOT BE SUFFICIENT TO OUT CLIMB TERRAIN AT
FULL POWER. ACFT COLLIDED WITH TREES 70 FT FROM TOP OF RISE.
--------------------------------------------------------------------------------------------------------------------
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Brief of Accident (Continued)

File No. - 2775 10/06/84 KINZUA,PA A/C Reg. No. N5484M Time (Lcl) - 1600 EDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation CLIMB

Finding(s)
1. CLEARANCE - MISJUDGED - PILOT IN COMMAND
2. IMPROPER DECISION,LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
3. DISTANCE - MISJUDGED - PILOT IN COMMAND
4. TERRAIN CONDITION - MOUNTAINOUS/HILLY
5. TERRAIN CONDITION - RISING

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

Factor(s) relating to this accident is/are finding(s) 2,4,5

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                         National Transportation Safety Board
                               Washington, D.C. 20594

                                  Brief of Accident

      File No. - 2799      10/15/84    ONO,PA               A/C Reg. No. N1069E          Time (Lcl) - 1841 EDT
-------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)      Aircraft Damage                       Injuries
                                                             SUBSTANTIAL                  Fatal  Serious  Minor   None
    Type of Operation        -INSTRUCTIONAL                 Fire                  Crew      0       0       1      0
    Flight Conducted Under   -14 CFR 91                      NONE                 Pass      0       0       0      0
    Accident Occurrad During -APPROACH
-------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - AERONCA 7AC               Eng Make/Model - CONTINENTAL A-65-8       ELT Installed/Activated - YES/YES
    Landing Gear   - TAILWHEEL-ALL FIXED       Number Engines -  1                           Stall Warning System - UNK/NR
    Max Gross Wt   -     1220                  Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats   -        3                  Rated Power    -      75 HP
-------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                Itinerary                              Airport Proximity
    Wx Briefing     - NO RECORD OF BRIEFING     Last Departure Point                   OFF AIRPORT/STRIP
      Method        - N/A                         ONO,PA
      Completeness  - N/A                       Destination                          Airport Data
    Basic Weather   - VMC                         SAME AS ACC/INC                      DEE JAY
      Wind Dir/Speed- CALM                                                               Runway Ident     - N/A
      Visibility     -     12.0   SM          ATC/Airspace                               Runway Lth/Wid   -  2200/  125
      Lowest Sky/Clouds -        9000 FT        Type of Flight Plan - NONE               Runway Surface   - GRASS/TURF
      Lowest Ceiling       -     9000 FT OVERCAST Type of Clearance - NONE               Runway Status    - DRY
      Obstructions to Vision- NONE              Type Apch/Lndg      - STRAIGHT-IN
      Precipitation        - NONE
      Condition of Light   - DUSK
-------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                      Age - UNK/NR           Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)            Biennial Flight Review              Flight Time (Hours)
        STUDENT                               Current        - N/A      Total      -    17       Last 24 Hrs - UNK/NR
                                              Months Since     N/A      Make/Model -    17       Last 30 Days- UNK/NR
                                              Aircraft Type  - N/A      Instrument -     0       Last 90 Days-       1

        Instrument Rating(s)     NONE
-------------------------------------------------------------------------------------------------------------------
----Narrative----
AFTER A LNDG PRACTICE FLIGHT. SOLO STUDENT PLT RETURNED TO HOME FIELD AT DUSK. FIRST LNDG ATTEMPT RESULTED IN
OVERSHOOT AND GO-AROUND. SINCE WINDS WERE CALM, PLT ELECTED TO LAND ON RECIPROCAL RUNWAY DUE TO CLEAR OVERRUN
AREA. THIS NECESSITATED ON OBSTACLE APPROACH OVER A DWELLING AT THE APPROACH END OF THE SELECTED RUNWAY. PLT
WAS CONCENTRATING ON CLRNC FROM DWELLING, DID NOT SEE POWER LINES IN FAILING LIGHT CONDITIONS UNTIL TOO LATE TO
AVOID. A PULL-UP WAS INITIATED BUT UNDERCARRAIGE CAUGHT ON WIRES. ACFT TIPPED NOSE DOWN ONTO DWELLING ROOF. SLID
DOWN ROOF SLOPE, HIT GROUND NOSE FIRST AND TIPPED OVER TO INVERT POSITION.
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Brief of Accident (Continued)

File No. - 2799   10/15/84   ONO,PA   A/C Reg. No. N1069E   Time (Lcl) - 1841 EDT

Occurrence #1   IN FLIGHT COLLISION WITH OBJECT
Phase of Operation   APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
1. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
2. IMPROPER DECISION,TOTAL - PILOT IN COMMAND
3. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - HIGH OBSTRUCTION(S)
4. IMPROPER DECISION,DIVERTED ATTENTION - PILOT IN COMMAND
5. LIGHT CONDITION - DUSK
6. IMPROPER USE OF EQUIPMENT/AIRCRAFT,VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
7. OBJECT - WIRE,TRANSMISSION

Occurrence #2   IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation   DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3,4,5,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2679   10/27/84   FARMINGTON,PA   A/C Reg. No. N82587   Time (Lcl) - 1430 EST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1

----Aircraft Information----

Make/Model - PIPER PA-28-161
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2325
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-D3G
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 230/010 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
MANASSAS,VA
Destination
NEMACOLIN,PA

ATC/Airspace
Type of Flight Plan - VFR
Type of Clearance - VFR
Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity
ON AIRPORT

Airport Data
FARMINGTON
Runway Ident - 22
Runway Lth/Wid - 3000/ 50
Runway Surface - ASPHALT
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 33
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)
Total - 95
Make/Model- 40
Instrument- 1
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 39

Instrument Rating(s) - NONE

----Narrative----

ACCORDING TO THE PLT, DURING THE LANDING FLARE THE WIND SHIFTED CAUSING THE ACFT TO DRIFT OFF THE LEFT SIDE OF THE RWY STRIKING RWY LIGHTS AND A POLE. WINDS WERE FROM 230 DEG AT 10 KTS GUSTING TO 15.

Brief of Accident (Continued)

File No. - 2679 10/27/84 FARMINGTON,PA A/C Reg. No. N82587 Time (Lcl) - 1430 EST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. WEATHER CONDITION - UNFAVORABLE WIND
2. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
4. OBJECT - AIRPORT FACILITY

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2794   11/25/84   PROSPECTVILLE,PA   A/C Reg. No. N31699   Time (Lcl) - 1710 EST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -APPROACH

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

----Aircraft Information----

Make/Model - PIPER PA-32-300
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 3400
No. of Seats - 7

Eng Make/Model - LYCOMING IO-540-K1G5D
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 300 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 6.0 SM
Lowest Sky/Clouds - 20000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DUSK

Itinerary
Last Departure Point
ISLIP,NY
Destination
SAME AS ACC/INC

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
TURNER FIELD
Runway Ident - 14
Runway Lth/Wid - 2126/ 49
Runway Surface - ASPHALT
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
UNK/NR

Age - 57
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)
Total - 705
Make/Model- 435
Instrument- 136
Last 24 Hrs - 6
Last 30 Days- UNK/NR
Last 90 Days- 27

Instrument Rating(s) - NONE

----Narrative----

PLT STATED HE ALLOWED THE ACFT TO GO LOW ON FINAL APPROACH. COLLISION WITH TERRAIN SEPARATED THE LANDING GEAR BUT PLT RECOVERED CONTROL AS ACFT REBOUNDED AND EXECUTED A SUCCESSFUL GO-AROUND. PLT DIVERTED WITH ESCORT TO NEARBY MILITARY ARPT WHERE CFR FACILITIES WERE AVAILABLE AND PERFORMED A SUCCESSFUL NO WHEELS LNDG. PLT STATED HE HAD FLOWN 4.5 HOURS UNDER HOOD (IFR TRAINING), INCLUDING 7 APPROACHES, DURING A 250 MI CROSS-COUNTRY EARLIER IN THE DAY.

Brief of Accident (Continued)

File No 2794 11/25/84 PROSPECTVILLE,PA A/C Reg. No. N31699 Time (Lcl) - 1710 EST

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
1. ALTITUDE - MISJUDGED - PILOT IN COMMAND
2. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT,FATIGUE(FLIGHT SCHEDULE) - PILOT IN COMMAND
4. LIGHT CONDITION - DUSK
5. LANDING GEAR - OVERLOAD
6. GO-AROUND - PERFORMED - PILOT IN COMMAND
7. FLIGHT TO ALTERNATE DESTINATION - PERFORMED - PILOT IN COMMAND
8. WHEELS UP LANDING - INTENTIONAL - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3,4,8

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                         National Transportation Safety Board
                              Washington, D.C. 20594

                                 Brief of Accident

   File No. - 2786       12/05/84    NEW CASTLE,PA           A/C Reg. No. N24880           Time (Lcl) - 1540 EST
-----------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)       Aircraft Damage                      Injuries
                                                              SUBSTANTIAL                  Fatal   Serious   Minor   None
    Type of Operation         -INSTRUCTIONAL                 Fire                  Crew      0        0        0       1
    Flight Conducted Under    -14 CFR 91                      NONE                 Pass      0        0        0       0
    Accident Occurred During  -TAKEOFF
-----------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - PIPER PA-38-112               Eng Make/Model  - LYCOMING O-235-L2C       ELT Installed/Activated - YES/YES
    Landing Gear   - TRICYCLE-FIXED                Number Engines  -  1                          Stall Warning System - YES
    Max Gross Wt   -    1670                       Engine Type     - RECIPROCATING-CARBURETOR
    No. of Seats   -       2                       Rated Power     -     112 HP
-----------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                    Itinerary                                  Airport Proximity
    Wx Briefing       - NO RECORD OF BRIEFING       Last Departure Point                       ON AIRPORT
      Method          - N/A                           SAME AS ACC/INC
      Completeness    - N/A                        Destination                              Airport Data
    Basic Weather     - VMC                           LOCAL                                    NEW CASTLE
      Wind Dir/Speed- CALM                                                                     Runway Ident     - 05
      Visibility      - UNK/NR                    ATC/Airspace                                 Runway Lth/Wid   -  4010/   75
      Lowest Sky/Clouds  -     CLEAR                Type of Flight Plan - NONE                 Runway Surface   - ASPHALT
      Lowest Ceiling          - NONE                Type of Clearance   - NONE                 Runway Status    - DRY
      Obstructions to Vision- NONE                  Type Apch/Lndg      - NONE
      Precipitation           - NONE
      Condition of Light      - DAYLIGHT
-----------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                         Age -      28            Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)               Biennial Flight Review              Flight Time (Hours)
         STUDENT                                Current       - N/A      Total       -      11        Last 24 Hrs -       1
                                                Months Since  - N/A      Make/Model-        11        Last 30 Days- UNK/NR
                                                Aircraft Type - N/A      Instrument-         0        Last 90 Days-      11


         Instrument Rating(s)  - NONE
-----------------------------------------------------------------------------------------------------------------
----Narrative----
ON TAKEOFF ROLL, THE STUDENT PILOT ALLOWED THE ACFT TO DRIFT LEFT OFF OF THE RUNWAY. ACFT COLLIDED WITH A
DIRT EMBANKMENT AND FLIPPED INVERTED.

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Brief of Accident (Continued)

File No. - 2786   12/05/84   NEW CASTLE,PA   A/C Reg. No. N24880   Time (Lcl) - 1540 EST

Occurrence #1   ON GROUND COLLISION WITH TERRAIN
Phase of Operation   TAKEOFF - GROUND RUN

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT,TOTAL - PILOT IN COMMAND
3. TERRAIN CONDITION - DIRT BANK

Occurrence #2   NOSE OVER
Phase of Operation   TAKEOFF

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3

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                         National Transportation Safety Board
                              Washington, D.C. 20594

                                 Brief of Accident

   File No. - 2691      12/13/84    SAN JUAN,PR            A/C Reg. No. N119DW           Time (Lcl) - 1620 AST
-------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-COMMUTER                     Aircraft Damage                      Injuries
    Name of Carrier           -CROWN AIR, INC.               SUBSTANTIAL                Fatal   Serious   Minor    None
    Type of Operation         -SCHEDULED,INTL,PASSENGER     Fire                 Crew     0        0        0        2
    Flight Conducted Under    -14 CFR 135                    NONE                 Pass     0        0        0        7
    Accident Occurred During  -TAXI
-------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model    - BRITTEN NORMAL LTD BN-2        Eng Make/Model - LYCOMING O-540           ELT Installed/Activated - YES/NO
    Landing Gear  - TRICYCLE-FIXED                 Number Engines -  2                         Stall Warning System - YES
    Max Gross Wt  -    6700                        Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats  -     10                         Rated Power    -      360 HP
-------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                 Itinerary                                Airport Proximity
    Wx Briefing      - UNK/NR                    Last Departure Point                     ON AIRPORT
      Method         - UNK/NR                      BEEF ISLAND
      Completeness   - WEATHER NOT PERTINENT     Destination                            Airport Data
    Basic Weather    - VMC                         SAN JUAN,PR                            SAN JUAN
      Wind Dir/Speed- 010/004 KTS                                                         Runway Ident      - 10
      Visibility     -    15.0   SM            ATC/Airspace                               Runway Lth/Wid    -  8016/  150
      Lowest Sky/Clouds  -     3000 FT SCATTERED Type of Flight Plan - VFR               Runway Surface    - ASPHALT
      Lowest Ceiling          - NONE             Type of Clearance   - VFR               Runway Status     - DRY
      Obstructions to Vision- NONE               Type Apch/Lndg      - TRAFFIC PATTERN
      Precipitation           - NONE
      Condition of Light      - DAYLIGHT
-------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                        Age -      24            Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)              Biennial Flight Review                   Flight Time (Hours)
        COMMERCIAL,ATP                         Current        - YES        Total       -   2294        Last 24 Hrs -       2
        SE LAND,ME LAND                        Months Since   -  3         Make/Model-      303        Last 30 Days- UNK/NR
                                               Aircraft Type  - BN-2       Instrument-        2        Last 90 Days-     315
                                                                           Multi-Eng -      838

        Instrument Rating(s)   - AIRPLANE
-------------------------------------------------------------------------------------------------------------------
----Narrative----
AFTER LANDING THE FLT WAS DIRECTED BY GROUND CONTROL TO TAXI TO THE CARGO RAMP MAKING ROOM FOR A TAXIING BOEING
747. GROUND CONTROL THEN ASKED THE ACFT TO MAKE A 180 DEG TURN AND TAXI FURTHER EAST ON THE RAMP. AS THE LEFT TURN
WAS COMPLETED THE RIGHT BRAKE CYLINDER FAILED INTERNALLY. THE ACFT CONTINUED LEFT COLLIDING WITH A PARKED FUEL
TRUCK.

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Brief of Accident (Continued)

File No. - 2691 12/13/84 SAN JUAN,PR A/C Reg. No. N119DW Time (Lcl) - 1620 AST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation TAXI - FROM LANDING

Finding(s)
1. LANDING GEAR,NORMAL BRAKE SYSTEM - FAILURE,PARTIAL

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation TAXI - FROM LANDING

Finding(s)
2. DIRECTIONAL CONTROL - NOT PERFORMED - PILOT IN COMMAND

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAXI - FROM LANDING

Finding(s)
3. AIRPORT FACILITIES,RAMP FACILITIES - CONGESTED
4. OBJECT - VEHICLE
5. REMEDIAL ACTION - NOT POSSIBLE - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 3

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                         National Transportation Safety Board
                              Washington, D.C. 20594

                                 Brief of Accident

   File No. - 2699       7/30/84    DEL RIO,TX              A/C Reg. No. N6102E           Time (Lcl) - 0130 CDT
-------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)       Aircraft Damage                         Injuries
                                                               DESTROYED                   Fatal    Serious    Minor    None
     Type of Operation         -PERSONAL                      Fire               Crew        1         0         0        0
     Flight Conducted Under    -14 CFR 91                      ON GROUND         Pass        0         0         0        0
     Accident Occurred During  -DESCENT
-------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - CESSNA A185F              Eng Make/Model - CONTINENTAL IO-520-D     ELT Installed/Activated - YES/NO
     Landing Gear   - TAILWHEEL-ALL FIXED       Number Engines -  1                          Stall Warning System - YES
     Max Gross Wt   -    3350                   Engine Type    - RECIP-FUEL INJECTED
     No. of Seats   -       6                   Rated Power    -     300 HP
-------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                                 Itinerary                                  Airport Proximity
     Wx Briefing        - NO RECORD OF BRIEFING    Last Departure Point                       OFF AIRPORT/STRIP
       Method           - N/A                        DEL RIO,TX
       Completeness     - N/A                     Destination                              Airport Data
     Basic Weather      - VMC                        OZONA,TX
       Wind Dir/Speed- 040/008 KTS                                                           Runway Ident     - N/A
       Visibility      -    10.0   SM            ATC/Airspace                                Runway Lth/Wid   - N/A
       Lowest Sky/Clouds  -     12000 FT SCATTERED  Type of Flight Plan - NONE               Runway Surface   - N/A
       Lowest Ceiling         - NONE                Type of Clearance   - NONE               Runway Status    - N/A
       Obstructions to Vision- NONE                 Type Apch/Lndg      - NONE
       Precipitation          - NONE
       Condition of Light     - NIGHT(DARK)
-------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                          Age -     40          Medical Certificate - UNK/NR
      Certificate(s)/Rating(s)                Biennial Flight Review             Flight Time (Hours)
         PRIVATE                                 Current       - UNK/NR     Total       -    5225       Last 24 Hrs - UNK/NR
         SE LAND                                 Months Since  - UNK/NR     Make/Model- UNK/NR        Last 30 Days- UNK/NR
                                                 Aircraft Type - UNK/NR     Instrument- UNK/NR        Last 90 Days- UNK/NR
                                                                            Multi-Eng - UNK/NR        Rotorcraft  - UNK/NR

         Instrument Rating(s)  - NONE
-------------------------------------------------------------------------------------------------------------------
----Narrative----
THE NON-INSTRUMENT RATED PLT TOOK OF AT NIGHT APPROXIMATELY 30 MIN PRIOR TO THE ACCIDENT. GROUND SCARS INDICATED
THAT THE ACFT IMPACTED THE CREST OF A ROCKY HILL WHILE IN A STEEP NOSE DOWN, RIGHT WING LOW ATTITUDE. THE ELEVATION
OF THE CRASH SITE WAS ABOUT 1750 FT. THE ACFT WAS DEMOLISHED BY IMPACT & FIRE. NO PREIMPACT MECHANICAL FAILURE OR
MALFUNCTION WAS FOUND. LOCAL RESIDENTS STATED THAT THE SKY WAS VERY DARK WITH A LIGHT OVERCAST & NO MOON.
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Brief of Accident (Continued)

File No. - 2699 7/30/84 DEL RIO,TX A/C Reg. No. N6102E Time (Lcl) - 0130 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation CRUISE - NORMAL

Finding(s)
1. LIGHT CONDITION - DARK NIGHT
2. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT,VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT,SPATIAL DISORIENTATION - PILOT IN COMMAND
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)
6. TERRAIN CONDITION - MOUNTAINOUS/HILLY

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

Factor(s) relating to this accident is/are finding(s) 1,3,5

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                              National Transportation Safety Board
                                    Washington, D.C. 20594

                                      Brief of Accident

    File No. - 2656       8/02/84     HOUSTON,TX                  A/C Reg. No. N37920          Time (Lcl) - 1500 CDT
---------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                         Injuries
                                                               SUBSTANTIAL                    Fatal   Serious   Minor    None
    Type of Operation          -FERRY                         Fire                     Crew     0        0        0        1
    Flight Conducted Under     -14 CFR 91                      NONE                    Pass     0        0        1        0
    Accident Occurred During   -LANDING
---------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - BEECH 56TC                Eng Make/Model  - LYCOMING TIO-541-EIB4     ELT Installed/Activated - YES/NO
    Landing Gear   - TRICYCLE-RETRACTABLE      Number Engines  -  2                           Stall Warning System - YES
    Max Gross Wt   -    5990                   Engine Type     - RECIP-FUEL INJECTED
    No. of Seats   -       6                   Rated Power     -      380 HP
---------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                 Itinerary                                 Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING     Last Departure Point                     OFF AIRPORT/STRIP
      Method         - N/A                         HOUSTON,TX
      Completeness   - N/A                      Destination                              Airport Data
    Basic Weather    - VMC                         SAME AS ACC/INC
      Wind Dir/Speed- 110/010 KTS                                                          Runway Ident      - N/A
      Visibility     -    10.0   SM             ATC/Airspace                               Runway Lth/Wid    - N/A
      Lowest Sky/Clouds  -      4000 FT SCATTERED  Type of Flight Plan - NONE              Runway Surface    - N/A
      Lowest Ceiling           - NONE              Type of Clearance   - NONE              Runway Status     - N/A
      Obstructions to Vision- NONE                 Type Apch/Lndg      - FORCED LANDING
      Precipitation            - NONE
      Condition of Light       - DAYLIGHT
---------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                        Age -     72              Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)              Biennial Flight Review                  Flight Time (Hours)
        COMMERCIAL,CFI                       Current        - YES        Total      -  23210         Last 24 Hrs -      131
        SE LAND,ME LAND                      Months Since   - 18         Make/Model-     400         Last 30 Days- UNK/NR
        HELICOPTER                           Aircraft Type  - UNK/NR     Instrument-     305         Last 90 Days-       60
                                                                         Multi-Eng -     400         Rotorcraft  -      350

        Instrument Rating(s)   - AIRPLANE,HELICOPTER
---------------------------------------------------------------------------------------------------------------------
----Narrative----
A SPECIAL FERRY PERMIT HAD BEEN ISSUED FOR A ONE TIME FLT. ACCORDING THE PLT NEITHER ENG WAS DEVELOPING NORMAL
POWER DURING OR AFTER TAKEOFF. AT APPX 300 FT AGL THE ACFT BEGAN TO DESCEND AND THE PLT INITIATED THE FORCED LANDING
IN THE WOODEN TERRAIN ABOUT 5 MILES EAST OF THE ARPT.

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Brief of Accident (Continued)

File No. - 2656   8/02/84   HOUSTON,TX   A/C Reg. No. N3792Q   Time (Lcl) - 1500 CDT

Occurrence #1   LOSS OF POWER
Phase of Operation   TAKEOFF - GROUND RUN

Finding(s)
1. AIRCRAFT PERFORMANCE,TWO OR MORE ENGINES - FAILURE,PARTIAL
2. UNDETERMINED
3. JUDGEMENT - POOR - PILOT IN COMMAND
4. ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND
5. UNSAFE/HAZARDOUS CONDITION - NOT IDENTIFIED - PILOT IN COMMAND

Occurrence #2   FORCED LANDING
Phase of Operation   DESCENT - EMERGENCY

Occurrence #3   IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation   LANDING - FLARE/TOUCHDOWN

Finding(s)
6. TERRAIN CONDITION - GROUND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,4,5

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                          National Transportation Safety Board
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                                  Brief of Accident

    File No. - 2669     8/03/84   AMARILLO,TX           A/C Reg. No. N23713          Time (Lcl) - 0730 CDT
------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                 Injuries
                                                               SUBSTANTIAL          Fatal   Serious   Minor    None
    Type of Operation         -FERRY                          Fire            Crew    0        0        0        1
    Flight Conducted Under    -14 CFR 91                       NONE           Pass    0        0        0        0
    Accident Occurred During  -LANDING
------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - BEECH B-60              Eng Make/Model - LYCOMING TIO-541-E1CA     ELT Installed/Activated - UNK/NR
    Landing Gear   - TRICYCLE-RETRACTABLE    Number Engines -  2                          Stall Warning System - YES
    Max Gross Wt   -    6775                 Engine Type    - RECIP-FUEL INJECTED
    No. of Seats   -       6                 Rated Power    -     380 HP
------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                              Itinerary                               Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING   Last Departure Point                   ON AIRPORT
      Method         - N/A                       WICHITA FALLS,TX
      Completeness   - N/A                     Destination                          Airport Data
    Basic Weather    - VMC                       SAME AS ACC/INC                      TRADEWIND
      Wind Dir/Speed- VARIABLE                                                        Runway Ident     - 17
      Visibility     -      7.0   SM          ATC/Airspace                            Runway Lth/Wid   -  5100/   55
      Lowest Sky/Clouds  -     4000 FT SCATTERED  Type of Flight Plan - NONE          Runway Surface   - ASPHALT
      Lowest Ceiling        - NONE                Type of Clearance   - NONE          Runway Status    - DRY
      Obstructions to Vision- NONE                Type Apch/Lndg      - FULL STOP
      Precipitation         - NONE
      Condition of Light    - DAYLIGHT
------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                   Age -     31           Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)         Biennial Flight Review                Flight Time (Hours)
       COMMERCIAL                       Current        - YES        Total        -   1124     Last 24 Hrs -      4
       SE LAND,ME LAND                  Months Since   -  6         Make/Model-        31     Last 30 Days- UNK/NR
                                        Aircraft Type - UNK/NR      Instrument-       104     Last 90 Days-    136
                                                                    Multi-Eng -       504

       Instrument Rating(s)  - AIRPLANE
------------------------------------------------------------------------------------------------------------
----Narrative----
AFTER LANDING ABOUT 1/3 OF THE WAY DOWN THE RWY BRAKES WERE APPLIED BUT WERE INEFFECTIVE. THE ACFT OVERRAN THE
RWY AND COLLIDED WITH A FOUR-RAIL STEEL FENCE. INSPECTION OF BRAKE SYSTEM REVEALED PUCKS ON BOTH BRAKES TO
BE VERY WORN. NO MECHANICAL MALFUNCTIONS WERE DISCOVERED.

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Brief of Accident (Continued)

File No. - 2669 8/03/84 AMARILLO,TX A/C Reg. No. N23713 Time (Lcl) - 0730 CDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)
1. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
2. LANDING GEAR,NORMAL BRAKE SYSTEM - WORN
3. MAINTENANCE,ANNUAL INSPECTION - NOT PERFORMED - COMPANY/OPERATOR MGMT

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)
4. OBJECT - FENCE

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1

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                           National Transportation Safety Board
                                Washington, D.C. 20594

                                   Brief of Accident

   File No. - 2619       8/07/84    DEL RIO,TX              A/C Reg. No. N6571L           Time (Lcl) - 2055 CDT
--------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                        Injuries
                                                               SUBSTANTIAL                Fatal    Serious    Minor     None
    Type of Operation         -PERSONAL                       Fire                 Crew     0         0         0         1
    Flight Conducted Under    -14 CFR 91                       NONE                Pass     0         0         0         1
    Accident Occurred During  -TAKEOFF
--------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model      - CESSNA 152                 Eng Make/Model - LYCOMING O-235-L2C        ELT Installed/Activated - YES/NO
    Landing Gear    - TRICYCLE-FIXED             Number Engines -  1                          Stall Warning System - YES
    Max Gross Wt    -    1670                    Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats    -       2                    Rated Power    -     110 HP
--------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                 Itinerary                                  Airport Proximity
    Wx Briefing       - NO RECORD OF BRIEFING    Last Departure Point                       ON AIRPORT
      Method          - N/A                        SAME AS ACC/INC
      Completeness    - N/A                     Destination                              Airport Data
    Basic Weather     - VMC                        LOCAL                                    DEL RIO INTERNATIONAL
      Wind Dir/Speed- CALM                                                                  Runway Ident      - 13
      Visibility      -    10.0   SM           ATC/Airspace                                 Runway Lth/Wid    -  5105/   75
      Lowest Sky/Clouds  -    CLEAR              Type of Flight Plan - NONE                 Runway Surface    - ASPHALT
      Lowest Ceiling        - NONE               Type of Clearance   - NONE                 Runway Status     - DRY
      Obstructions to Vision- NONE               Type Apch/Lndg      - TRAFFIC PATTERN
      Precipitation         - NONE                                     TOUCH AND GO
      Condition of Light    - DUSK
--------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                          Age -     26             Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)                Biennial Flight Review               Flight Time (Hours)
        COMMERCIAL                              Current         - YES       Total        -    1200        Last 24 Hrs -        1
        SE LAND,ME LAND                         Months Since    -  3        Make/Model-        45        Last 30 Days- UNK/NR
                                                Aircraft Type - UNK/NR      Instrument-        75        Last 90 Days-      104
                                                                            Multi-Eng -      1150

        Instrument Rating(s)  - AIRPLANE
--------------------------------------------------------------------------------------------------------------------
----Narrative----
JUST AFTER LIFTOFF FROM THE FOURTH TOUCH-AND-GO LANDING, THE PLT HEARD AND FELT AN IMPACT. CONTINUING CLIMBOUT,
HE OBSERVED A DEER CARCASS ON THE RUNWAY. A SUBSEQUENT UNEVENTFUL FULL STOP LNDG WAS MADE BUT SUBSTANTIAL DAMAGE
HAD BEEN INCURRED IN THE LEFT MAIN GEAR ATTACH POINT. PLT STATED THAT HE HAD SIGHTED A DEER RUNNING AWAY FROM THE
ACFT AT A 45 DEGREE ANGLE AT ROTATION.

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Brief of Accident (Continued)

File No. - 2619 8/07/84 DEL RIO,TX A/C Reg. No. N6571L Time (Lcl) - 2055 CDT

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. OBJECT - ANIMAL(S)
2. REMEDIAL ACTION - NOT POSSIBLE - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

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                              National Transportation Safety Board
                                    Washington, D.C. 20594

                                       Brief of Accident

   File No. - 2618       8/11/84    FULSHEAR,TX              A/C Reg. No. N85625           Time (Lcl) - 0730 CDT
-------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)       Aircraft Damage                     Injuries
                                                              SUBSTANTIAL                Fatal   Serious   Minor    None
    Type of Operation          -INSTRUCTIONAL                Fire                Crew     0        0        0        2
    Flight Conducted Under     -14 CFR 91                     NONE               Pass     0        0        0        0
    Accident Occurred During   -TAKEOFF
-------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - AERONCA 7AC            Eng Make/Model - CONTINENTAL C-65-8        ELT Installed/Activated - NO -N/A
    Landing Gear   - TAILWHEEL-ALL FIXED    Number Engines -  1                           Stall Warning System - YES
    Max Gross Wt   -     1220               Engine Type     - RECIPROCATING-CARBURETOR
    No. of Seats   -        2               Rated Power     -        65 HP
-------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                              Itinerary                                 Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING  Last Departure Point                      ON AIRSTRIP
      Method         - N/A                      SAME AS ACC/INC
      Completeness   - N/A                    Destination                            Airport Data
    Basic Weather    - VMC                      LOCAL                                   WESTHEIMER
      Wind Dir/Speed- CALM                                                              Runway Ident     - 11
      Visibility     -    10.0   SM         ATC/Airspace                                Runway Lth/Wid   -  2650/   28
      Lowest Sky/Clouds  -    CLEAR           Type of Flight Plan - NONE                Runway Surface   - GRASS/TURF
      Lowest Ceiling     - NONE               Type of Clearance   - NONE                Runway Status    - DRY
      Obstructions to Vision- NONE            Type Apch/Lndg      - NONE
      Precipitation      - NONE
      Condition of Light - DAYLIGHT
-------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                      Age -     41          Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)            Biennial Flight Review             Flight Time (Hours)
        COMMERCIAL,CFI                      Current       - YES      Total       -   2261         Last 24 Hrs -       2
        SE LAND,ME LAND                     Months Since  - 23       Make/Model-       47         Last 30 Days- UNK/NR
                                            Aircraft Type - UNK/NR   Instrument-      306         Last 90 Days-      47
                                                                     Multi-Eng -     1616

        Instrument Rating(s)  - AIRPLANE
-------------------------------------------------------------------------------------------------------------------
----Narrative----
ON THE TAKEOFF ROLL, A "SHORT DURATION CROSS CONTROL CONDITION OCCURRED" BETWEEN THE STUDENT AND INSTRUCTOR
PILOTS, RESULTING IN THE ACFT DEPARTING THE RIGHT SIDE OF THE RUNWAY. POWER WAS REDUCED BUT THE ACFT ROLLED INTO A
DIRT BANK AND MUD HOLES, COLLAPSING THE GEAR. THE ACFT CAME TO REST NOSE DOWN.

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Brief of Accident (Continued)

File No. - 2618 8/11/84 FULSHEAR,TX A/C Reg. No. N85625 Time (Lcl) - 0730 CDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)
1. CREW/GROUP COORDINATION - NOT MAINTAINED - PILOT IN COMMAND(CFI)
2. CONTROL INTERFERENCE - INADVERTENT - DUAL STUDENT
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND(CFI)
4. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND(CFI)

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation TAKEOFF

Finding(s)
5. TERRAIN CONDITION - DIRT BANK
6. TERRAIN CONDITION - DITCH

Occurrence #3 MAIN GEAR COLLAPSED
Phase of Operation TAKEOFF

Occurrence #4 NOSE DOWN
Phase of Operation TAKEOFF

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3

Factor(s) relating to this accident is/are finding(s) 1,2,5,6

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                                 National Transportation Safety Board
                                       Washington, D.C. 20594

                                         Brief of Accident

    File No. - 2629       8/15/84    TYLER,TX                   A/C Reg. No. N44367            Time (Lcl) - 2020 CDT
-------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)      Aircraft Damage                        Injuries
                                                               SUBSTANTIAL                 Fatal    Serious    Minor      None
     Type of Operation          -PERSONAL                    Fire                 Crew       0         0         0         1
     Flight Conducted Under     -14 CFR 91                     NONE               Pass       0         0         0         1
     Accident Occurred During   -LANDING
-------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model      - PIPER PA-28-180              Eng Make/Model  - LYCOMING O-360-A4A       ELT Installed/Activated - UNK/NR
     Landing Gear    - TRICYCLE-FIXED               Number Engines  -  1                          Stall Warning System - YES
     Max Gross Wt    -    2400                      Engine Type     - RECIPROCATING-CARBURETOR
     No. of Seats    -      4                       Rated Power     -      180 HP
-------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information ---
   Weather Data                                   Itinerary                                 Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING       Last Departure Point                      ON AIRSTRIP
       Method         - N/A                           UNK/NR
       Completeness   - N/A                         Destination                             Airport Data
     Basic Weather    - VMC                           SAME AS ACC/INC                           HIDE-AWAY LAKE
       Wind Dir/Speed- VARIABLE                                                                 Runway Ident     - 36
       Visibility     -     10.0   SM             ATC/Airspace                                  Runway Lth/Wid   - UNK/NR
       Lowest Sky/Clouds  -    CLEAR                Type of Flight Plan - NONE                  Runway Surface   - GRASS/TURF
       Lowest Ceiling         - NONE                Type of Clearance   - NONE                  Runway Status    - WET
       Obstructions to Vision- NONE                 Type Apch/Lndg      - TRAFFIC PATTERN
       Precipitation          - NONE
       Condition of Light     - DUSK
-------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                            Age -      19          Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)                  Biennial Flight Review                 Flight Time (Hours)
        PRIVATE                                   Current         - UNK/NR    Total        - UNK/NR       Last 24 Hrs - UNK/NR
          SE LAND                                 Months Since    - UNK/NR    Make/Model- UNK/NR         Last 30 Days- UNK/NR
                                                  Aircraft Type - UNK/NR      Instrument- UNK/NR         Last 90 Days- UNK/NR
                                                                              Multi-Eng  - UNK/NR        Rotorcraft   - UNK/NR

          Instrument Rating(s)   - NONE
-------------------------------------------------------------------------------------------------------------------
----Narrative----
PLT LANDED LONG AND FAST AT A SMALL, UNMARKED AIRSTRIP. ON LNDG ROLL, PLT REALIZED AN OVERRUN WAS IMMINENT AND
ADDED POWER FOR GO-AROUND. PLT THEN DECIDED INSUFFICIENT CLEAR SPACE REMAINED FOR A SUCCESFUL GO-AROUND AND
ABORTED THE ATTEMPT, LOCKING THE BRAKES AND BLOWING BOTH MAIN GEAR TIRES. ACFT OVERRAN THE PREPARED SURFACE
AND COLLIDED WITH A DRAINAGE DITCH, COLLAPSING THE NOSE GEAR.

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Brief of Accident (Continued)

File No. - 2629   8/15/84   TYLER,TX   A/C Reg. No. N44367   Time (Lcl) - 2020 CDT

Occurrence #1   OVERRUN
Phase of Operation   LANDING

Finding(s)
1. AIRSPEED - MISJUDGED - PILOT IN COMMAND
2. ALTITUDE - MISJUDGED - PILOT IN COMMAND
3. PROPER TOUCHDOWN POINT - NOT ATTAINED -
4. GO-AROUND - NOT ATTAINED -
5. IMPROPER DECISION,VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
6. ABORTED TAKEOFF - ATTEMPTED - PILOT IN COMMAND
7. LANDING GEAR,TIRE - BURST
8. BRAKES(NORMAL) - EXCESSIVE - PILOT IN COMMAND

Occurrence #2   ON GROUND COLLISION WITH TERRAIN
Phase of Operation   LANDING

Finding(s)
9. TERRAIN CONDITION - DITCH

Occurrence #3   NOSE GEAR COLLAPSED
Phase of Operation   LANDING

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4

Factor(s) relating to this accident is/are finding(s) 1,2,5,6,7,8,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2694   8/17/84   DFW AIRPORT,TX   A/C Reg. No. N19DA   Time (Lcl) - 1350 CDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

----Aircraft Information----

Make/Model - CESSNA 402
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 6300
No. of Seats - 9

Eng Make/Model - CONTINENTAL TSIO-520-E
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 300 HP

ELT Installed/Activeted - YES/NO
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - FSS
Method - ACFT RADIO
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed - 270/003 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - 6000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision - NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
HOBBS,NM
Destination
DFW AIRPORT,TX

ATC/Airspace
Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - FULL STOP

Airport Proximity
ON AIRPORT

Airport Data
DFW AIRPORT
Runway Ident - 17R
Runway Lth/Wid - 11388/ 200
Runway Surface - CONCRETE
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
ATP
SE LAND,ME LAND

Age - 43
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)
Total - 17000
Make/Model - 210
Instrument - 3400
Multi-Eng - 14000
Last 24 Hrs - 4
Last 30 Days - UNK/NR
Last 90 Days - UNK/NR

Instrument Rating(s) - AIRPLANE

----Narrative----

ACCORDING TO THE PLT, A RWY CHANGE ACCEPTED LATE IN THE APCH REQUIRED A STEEP TURN AND RAPID DESCENT. AT APRX 400 FT AGL BOTH THROTTLES WERE ADVANCED BUT NEITHER ENG RESPONSED. THE ACFT LANDED IN UNIMPROIVED TERRAIN SHORT OF THE RWY COLLAPSING THE LEFT MAIN LANDING GEAR. EXAM REVEALED NO DISCREAPANCIES IN THE ENG OR FUEL SYSTEM. BOTH ENG WERE TESTED AND RAN SATISFACTORILY. NO MECHANICAL MALFUNCTIONS WERE REPORTED BY THE PLT.

Brief of Accident (Continued)

File No. - 2694 8/17/84 DFW AIRPORT TX A/C Reg. No. N19DA Time (Lcl) - 1350 CDT

Occurrence #1 ABRUPT MANEUVER
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
1. TRAFFIC PATTERN PROCEDURE - CONGESTED
2. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
3. PLANNED APPROACH - NOT PERFORMED - PILOT IN COMMAND
4. MISCELLANEOUS
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT,OVER CONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND

Occurrence #2 LOSS OF POWER(PARTIAL) - NON-MECHANICAL
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
6. FLUID,FUEL - UNDETERMINED
7. FUEL SUPPLY

Occurrence #3 MAIN GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)
8. LANDING GEAR,MAIN GEAR - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,7

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2636 8/18/84 AMARILLO,TX A/C Reg. No. N62830 Time (Lcl) - 1736 CDT

----Basic Information----
Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

----Aircraft Information----
Make/Model - CESSNA 310Q
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 5200
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-470-VO
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 260 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

----Environment/Operations Information----
Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 340/004 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - 3000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - VFR
Type Apch/Lndg - FULL STOP

Airport Proximity
ON AIRPORT

Airport Data
AMERILLO INTERNATIONAL
Runway Ident - 22
Runway Lth/Wid - 13500/ 300
Runway Surface - CONCRETE
Runway Status - DRY

----Personnel Information----
Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND,ME LAND

Age - 41
Biennial Flight Review
Current - YES
Months Since - 10
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 1293
Make/Model- 201
Instrument- 3
Multi-Eng - 201
Last 24 Hrs - 4
Last 30 Days- UNK/NR
Last 90 Days- 21

Instrument Rating(s) - NONE

----Narrative----
DURING GEAR RETRACTION ON POST-MAINTENANCE CHECK FLIGHT INITIAL CLIMB, GEAR UNLOCKED LIGHT REMAINED ON AND GEAR EXTEND/RETRACT MOTOR CIRCUIT BREAKER POPPED. PLT RESET CB AND HEARD A "LOUD POP" FROM THE NOSE SECTION OF THE ACFT. PLT THEN EXTENDED GEAR BUT NOSE GEAR EXTENDED ONLY PARTIALLY. PLT CIRCLED FIELD FOR ABOUT 3 HOURS ,ATTEMPTING UNSUCCESSFULLY TO LOWER NOSE GEAR BY EMERGENCY MEANS. PLT THEN LANDED, SHUTTING DOWN ENGINES AND FEATHERING PROPS BEFORE LOWERING NOSE ON PARTIALLY EXTENDED NOSE GEAR. INVESTIGATION REVEALED THE NOSE GEAR LINKAGE HAD BEEN DISCONNECTED DURING MAINTENANCE AND WAS NOT RECONNECTED.

Brief of Accident (Continued)

File No. - 2636 8/18/84 AMARILLO,TX A/C Reg. No. N62830 Time (Lcl) - 1736 CDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. LANDING GEAR,MAIN GEAR SHOCK ABSORBING STRUT - DISCONNECTED
2. MAINTENANCE,SERVICE OF AIRCRAFT - IMPROPER - OTHER MAINTENANCE PSNL

Occurrence #2 NOSE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2655 8/18/84 CORPUS CHRISTI,TX A/C Reg. No. N5648D Time (Lcl) - 0845 CDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -MANEUVERING

Aircraft Damage
NONE
Fire
NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	0	1	0
Pass	0	1	0	0

----Aircraft Information----

Make/Model - MAULE M6-235
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2500
No. of Seats - 4

Eng Make/Model - LYCOMING IO-540-WIA5D
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 235 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - FSS
Method - TELEPHONE
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 230/008 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - 3000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
LOCKHART,TX
Destination
BROWNSVILLE,TX

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - UNK/NR

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 45
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)
Total - 514
Make/Model- 54
Instrument- 9
Last 24 Hrs - 1
Last 30 Days- UNK/NR
Last 90 Days- 107

Instrument Rating(s) - NONE

----Narrative----

ON A HEADING OF 165 DEG AT 3,500 FT THE PLT SAW ANOTHER ACFT AT THE SAME ALTITUDE ON A COLLISION COURSE. EVASIVE ACTION WAS TAKEN BY PUSHING THE NOSE OVER FORCING BOTH OCCUPANTS INTO THE CABIN OVERHEAD. ACCORDING TO THE PLT. BOTH SEATBELTS AND SHOULDER HARNESSES WERE IN USE.

Brief of Accident (Continued)

File No. - 2655   8/18/84   CORPUS CHRISTI,TX   A/C Reg. No. N5648D   Time (Lcl) - 0845 CDT

Occurrence #1   NEAR COLLISION BETWEEN AIRCRAFT
Phase of Operation   CRUISE - NORMAL

Finding(s)
1. VFR PROCEDURES - NOT FOLLOWED - PILOT OF OTHER AIRCRAFT

Occurrence #2   ABRUPT MANEUVER
Phase of Operation   MANEUVERING

Finding(s)
2. REMEDIAL ACTION - PERFORMED - PILOT IN COMMAND
3. DESCENT - INITIATED - PILOT IN COMMAND

Occurrence #3   MISCELLANEOUS/OTHER
Phase of Operation   MANEUVERING

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 3

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                              National Transportation Safety Board
                                  Washington, D.C. 20594

                                     Brief of Accident

   File No. - 2635        8/19/84    FORT WORTH,TX              A/C Reg. No. N6480J            Time (Lcl) - 1045 CDT
-----------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)          Aircraft Damage                     Injuries
                                                                 SUBSTANTIAL                Fatal   Serious   Minor    None
    Type of Operation          -PERSONAL                        Fire                Crew      0        0        0        1
    Flight Conducted Under     -14 CFR 91                        NONE               Pass      0        0        0        1
    Accident Occurred During   -LANDING
-----------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - PIPER PA-28-180            Eng Make/Model  - LYCOMING O-36[illegible]-A3A     ELT Installed/Activated - YES/NO
    Landing Gear   - TRICYCLE-FIXED             Number Engines  - 1                                  Stall Warning System - YES
    Max Gross Wt   -    2175                    Engine Type     - RECIPROCATING-CARBURETOR
    No. of Seats   -     4                      Rated Power     -     180 HP
-----------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                  Itinerary                                 Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING      Last Departure Point                      ON AIRPORT
      Method         - N/A                          SAME AS ACC/INC
      Completeness   - N/A                       Destination                             Airport Data
    Basic Weather    - VMC                          LOCAL                                   SYCAMORE
      Wind Dir/Speed- 260/004 KTS                                                           Runway Ident     - 35
      Visibility    -     7.0   SM               ATC/Airspace                               Runway Lth/Wid   -  3450/   25
      Lowest Sky/Clouds  -     CLEAR               Type of Flight Plan - NONE               Runway Surface   - ASPHALT
      Lowest Ceiling        - NONE                 Type of Clearance   - NONE               Runway Status    - DRY
      Obstructions to Vision- NONE                 Type Apch/Lndg      - TRAFFIC PATTERN
      Precipitation         - NONE
      Condition of Light    - DAYLIGHT
-----------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                           Age -     52             Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)                 Biennial Flight Review                 Flight Time (Hours)
       PRIVATE                                   Current        - YES       Total      -    140       Last 24 Hrs  -      1
       SE LAND                                   Months Since   - 19        Make/Model -     85       Last 30 Days- UNK/NR
                                                 Aircraft Type  - UNK/NR    Instrument -      4       Last 90 Days-     22

       Instrument Rating(s)  - NONE
-----------------------------------------------------------------------------------------------------------------------
----Narrative----
DUE TO ACFT PARKED IN CLOSE PROXIMITY TO THE RIGHT SIDE OF THE NARROW (25 FT) RUNWAY AND A CROSSWIND FROM THE LEFT,
THE PLT FAVORED THE LEFT SIDE OF THE RUNWAY ON LANDING LINE-UP. DURING THE LANDING ROLL, HE WAS UNABLE TO ARREST A
LEFT DRIFT BEFORE THE ACFT DEPARTED THE LEFT SIDE OF THE RUNWAY AND COLLIDED WITH A DITCH.
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Brief of Accident (Continued)

File No. - 2635 8/19/84 FORT WORTH,TX A/C Reg. No. N6480J Time (Lcl) - 1045 CDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)
1. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
2. IMPROPER DECISION,ANXIETY/APPRENHENSION - PILOT IN COMMAND
3. WEATHER CONDITION - CROSSWIND
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING

Finding(s)
5. TERRAIN CONDITION - DITCH

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,4

Factor(s) relating to this accident is/are finding(s) 2,3,5

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                              National Transportation Safety Board
                                   Washington, D.C. 20594

                                      Brief of Accident

      File No. - 2634       8/24/84    GOLIAD,TX               A/C Reg. No. N4183B          Time (Lcl) - UNK/NR
-----------------------------------------------------------------------------------------------------------------
----Basic Information----
      Type Operating Certificate-NONE (GENERAL AVIATION)          Aircraft Damage                  Injuries
                                                                   DESTROYED               Fatal   Serious   Minor    None
      Type of Operation          -UNKNOWN                         Fire              Crew     0        1        0        0
      Flight Conducted Under     -14 CFR 91                        NONE             Pass     0        0        0        0
      Accident Occurred During   -UNKNOWN
-----------------------------------------------------------------------------------------------------------------
----Aircraft Information----
      Make/Model     - GULFSTREAM COMMANDER 520       Eng Make/Model  - LYCOMING GO-435-C2B2     ELT Installed/Activated - UNK/NR
      Landing Gear   - TRICYCLE-RETRACTABLE           Number Engines  - 2                          Stall Warning System - YES
      Max Gross Wt   -    5500                        Engine Type     - RECIPROCATING-CARBURETOR
      No. of Seats   -      7                         Rated Power     -     260 HP
-----------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                                     Itinerary                               Airport Proximity
      Wx Briefing       - UNK/NR                       Last Departure Point                    OFF AIRPORT/STRIP
        Method          - UNK/NR                         UNK/NR
        Completeness    - UNK/NR                      Destination                            Airport Data
      Basic Weather     - UNK/NR                         UNK/NR
        Wind Dir/Speed- UNK/NR                                                                 Runway Ident     - N/A
        Visibility      - UNK/NR                     ATC/Airspace                              Runway Lth/Wid   - N/A
        Lowest Sky/Clouds  -     UNK/NR                Type of Flight Plan - NONE              Runway Surface   - N/A
        Lowest Ceiling         - UNK/NR                Type of Clearance   - NONE              Runway Status    - N/A
        Obstructions to Vision- UNK/NR                 Type Apch/Lndg      - UNK/NR
        Precipitation          - UNK/NR
        Condition of Light     - UNK/NR
-----------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                              Age - UNK/NR           Medical Certificate - UNK/NR
       Certificate(s)/Rating(s)                    Biennial Flight Review             Flight Time (Hours)
          UNK/NR                                      Current       - UNK/NR    Total      - UNK/NR     Last 24 Hrs - UNK/NR
                                                      Months Since  - UNK/NR    Make/Model- UNK/NR      Last 30 Days- UNK/NR
                                                      Aircraft Type - UNK/NR    Instrument- UNK/NR      Last 90 Days- UNK/NR
                                                                                Multi-Eng - UNK/NR      Rotorcraft  - UNK/NR

          Instrument Rating(s)  - UNK/NR
-----------------------------------------------------------------------------------------------------------------
----Narrative----
ACFT WAS FOUND ABANDONED. WRECKAGE SCENE INDICATES COLLISION WITH TREES PRIOR TO COLLISION WITH TERRAIN. ACFT
SUSPECTED OF BEING USED FOR ILLEGAL CARGO OPERATIONS.
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Brief of Accident (Continued)

File No. - 2634   8/24/84   GOLIAD,TX   A/C Reg. No. N4183B   Time (Lcl) - UNK/NK

Occurrence   IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation   UNKNOWN

Finding(s)
1. UNDETERMINED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

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                              National Transportation Safety Board
                                   Washington, D.C. 20594

                                       Brief of Accident

   File No. - 2071       8/31/84    TEXAS CITY,TX            A/C Reg. No. N19953            Time (Lcl) - 2215 CDT
-----------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                        Injuries
                                                                SUBSTANTIAL                  Fatal   Serious   Minor    None
     Type of Operation          -PERSONAL                      Fire                  Crew      0        0        0       2
     Flight Conducted Under     -14 CFR 91                      NONE                 Pass      0        0        0       0
     Accident Occurred During   -LANDING
-----------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - CESSNA 177B                  Eng Make/Model - LYCOMING O-360-A1F6      ELT Installed/Activated - YES/NO
     Landing Gear   - TRICYCLE-FIXED               Number Engines -  1                          Stall Warning System - YES
     Max Gross Wt   -    2500                      Engine Type     - RECIPROCATING-CARBURETOR
     No. of Seats   -       4                      Rated Power     -      180 HP
-----------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                 Itinerary                                  Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING      Last Departure Point                      OFF AIRPORT/STRIP
       Method         - N/A                          FORT WORTH,TX
       Completeness   - N/A                       Destination                             Airport Data
     Basic Weather    - VMC                          GALVESTON,TX
       Wind Dir/Speed- 170/020 KTS                                                           Runway Ident      - N/A
       Visibility     -    15.0    SM           ATC/Airspace                                 Runway Lth/Wid    - N/A
       Lowest Sky/Clouds  -     5000 FT SCATTERED  Type of Flight Plan - NONE                Runway Surface    - N/A
       Lowest Ceiling         - NONE               Type of Clearance    - NONE               Runway Status     - N/A
       Obstructions to Vision- NONE                Type Apch/Lndg       - FORCED LANDING
       Precipitation          - NONE
       Condition of Light     - NIGHT(DARK)
-----------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                         Age -      31             Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)               Biennial Flight Review                Flight Time (Hours)
         PRIVATE                                 Current        - YES       Total        -    130      Last 24 Hrs - UNK/NR
         SE LAND                                 Months Since   - 20        Make/Model-       10      Last 30 Days- UNK/NR
                                                 Aircraft Type  - UNK/NR    Instrument-       15      Last 90 Days-      10


         Instrument Rating(s)  - NONE
-----------------------------------------------------------------------------------------------------------------------
----Narrative----
ACCORDING TO THE PLT, DURING THE PRE-FLT INSPECTION THE FUEL TANKS WERE CHECKED BY DIPPING HIS FINGERS INTO THE
TANKS TO DETERMINE HOW MUCH FUEL REMAINED. NEITHER TANK WAS FULL BUT THE PLT ESTIMATED THAT SUFFICIENT FUEL REMAINED
FOR THE FLT. ABOVE THE FUEL GAGES IN THE ACFT WAS A LABEL TAPED TOTHE INST PANEL STATING THAT THE INDICATORS
WERE UNRELIABLE. DESCENDING THROUGH 2,300 FT APRX 7 MILES FROM THE DEST ARPT THE ENG LOST POWER. DURING THE FORCED
LANDING ROLLOUT ON A HIGHWAY THE RIGHT WING STRUCK A GUARD RAIL POST SEPARATING THE WING FROM THE ACFT. THE RATED
PLT PAX REPORTED THAT WHEN THE POWER LOSS OCCURRED THE PLT SAID "WE'RE OUT OF GAS."

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Brief of Accident (Continued)

File No. - 2671 8/31/84 TEXAS CITY,TX A/C Reg. No. N19953 Time (Lcl) - 2215 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation DESCENT - NORMAL

Finding(s)
1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
2. REFUELING - NOT PERFORMED - PILOT IN COMMAND
3. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - PERFORMED - PILOT IN COMMAND
4. FLUID,FUEL - EXHAUSTION

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)
5. LIGHT CONDITION - DARK NIGHT

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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File No. - 2648       9/01/84    MARTINDALE,TX              A/C Reg. No. N177M                Time (Lcl) - 1115 CDT
-----------------------------------------------------------------------------------------------------------------------
----Basic Information----
  Type Operating Certificate-NONE (GENERAL AVIATION)       Aircraft Damage                         Injuries
                                                            DESTROYED                      Fatal   Serious   Minor    None
  Type of Operation        -PERSONAL                       Fire                    Crew      1        0        0        0
  Flight Conducted Under   -14 CFR 91                       NONE                   Pass      0        0        0        0
  Accident Occurred During  UNKNOWN
-----------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
  Make/Model    - MILLER AIR SPORTS CEM 260     Eng Make/Model - CONTINENTAL O-200-B       ELT Installed/Activated - NO -N/A
  Landing Gear  - TRICYCLE-FIXED                Number Engines -  1                          Stall Warning System - NO
  Max Gross Wt  - UNK/NR                        Engine Type     - RECIPROCATING-CARBURETOR
  No. of Seats  -      2                        Rated Power     -     100 HP
-----------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                  Itinerary                                   Airport Proximity
   Wx Briefing       - NO RECORD OF BRIEFING      Last Departure Point                        OFF AIRPORT/STRIP
    Method           - N/A                          SAME AS ACC/INC
    Completeness     - N/A                       Destination                              Airport Data
   Basic Weather       VMC                          LOCAL -
    Wind Dir/Speed- 160/005 KTS                                                             Runway Ident      - N/A
    Visibility     -     10.0   SM               ATC/Airspace                               Runway Lth/Wid    - N/A
    Lowest Sky/Clouds   -     1600 FT SCATTERED   Type of Flight Plan - NONE                Runway Surface    - N/A
    Lowest Ceiling           - NONE                Type of Clearance   - NONE                Runway Status     - N/A
    Obstructions to Vision- NONE                   Type Apch/Lndg      - NONE
    Precipitation            - NONE
    Condition of Light         DAYLIGHT
-----------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                            Age      47              Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
    Certificate(s)/Rating(s)                   Biennial Flight Review                   Flight Time (Hours)
      COMMERCIAL,CFI                             Current        - UNK/NR    Total       -  27487       Last 24 Hrs - UNK/NR
      SE LAND,ME LAND                            Months Since   - UNK/NR    Make/Model-      1         Last 30 Days- UNK/NR
      HELICOPTER                                 Aircraft Type  - UNK/NR    Instrument- UNK/NR         Last 90 Days- UNK/NR
                                                                            Multi-Eng - UNK/NR         Rotorcraft  - UNK/NR

      Instrument Rating(s)  - AIRPLANE
-----------------------------------------------------------------------------------------------------------------------
----Narrative----
NOTES LEFT BY PLT INDICATE HE HAD BEEN TESTING THE FLIGHT ENVELOPE OF THIS EXPERIMENTAL RACING ACFT,
INCLUDING OPERATION OF THE ENGINE BEYOND PROP LIMIT OF 4000 RPM. WITNESSES HEARD ENGINE SOUND SUDDENLY SPEED UP TO
HIGH RPM THEN CEASE ALTOGETHER. SOME WITNESSES REPORTED HEARING AN EXPLOSIVE SOUND. ACFT WRECKAGE WAS SCATTERED
OVER 1-1/2 MILES. HORIZONTAL AIRFRAME SURFACES WERE DISINTEGRATED; LARGEST PIECE WEIGHED LESS THAN 10 LBS. 3
PROP BLADES (WOOD CORE) HAD SEPARATED 8" OUTBOARD OF HUB; FOURTH BLADE SEPARATED INSIDE SPINNER. ONLY ONE BLADE
WAS RECOVERED. EXAMINATION OF AIRFRAME FRACTURES REVEALED SEPARATIONS OCCURRED ALONG MULTIPLE AXES; SIGNATURES
IN CONVENTIONAL MATERIALS SHOWED CHARACTERISTICS OF GROSS OVERLOAD. COMPOSITE MATERIAL SEPARATIONS PARALLELED WARP
OF "CLOTH" EXCEPT IN AREAS OF HIGH PEEL STRESS. ALL COMPOSITE STRUCTURES EXHIBITED UNIFORM SATURATION OF RESIN; NO
AIR BUBBLES FOUND IN LAYUP.
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File No. - 2648 9/01/84 MARTINDALE,TX A/C Reg. No. N177M Time (Lcl) - 1115 CDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation UNKNOWN

Finding(s)

1. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT,OVER CONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND
3. PROPELLER SYSTEM/ACCESSORIES,BLADE - SEPARATION
4. STABILIZER - OVERLOAD
5. STABILIZER - DISINTEGRATED
6. WING - OVERLOAD
7. WING - DISINTEGRATED

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3

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                        National Transportation Safety Board
                              Washington, D.C. 20594

                                 Brief of Accident

    File No. - 2630      9/03/84    MIDLAND,TX             A/C Reg. No. N2324A           Time (Lcl) - 1320 CDT
------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                     Injuries
                                                                SUBSTANTIAL               Fatal   Serious   Minor    None
     Type of Operation          -PERSONAL                      Fire                Crew     0        0        0        2
     Flight Conducted Under     -14 CFR 91                      NONE               Pass     0        0        0        0
     Accident Occurred During   -LANDING
------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - PIPER PA-38            Eng Make/Model - LYCOMING 0-23-5L2C        ELT Installed/Activated - NO -N/A
     Landing Gear   - TRICYCLE-FIXED         Number Engines -  1                           Stall Warning System - YES
     Max Gross Wt   -    1670                Engine Type     - RECIPROCATING-CARBURETOR
     No. of Seats   -      2                 Rated Power     -     112 HP
------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                          Itinerary                               Airport Proximity
     Wx Briefing     - NO RECORD OF BRIEFING   Last Departure Point                 ON AIRSTRIP
       Method        - N/A                       SAME AS ACC/INC
       Completeness  - N/A                     Destination                       Airport Data
     Basic Weather   - VMC                       LOCAL                              SKY RANCH
       Wind Dir/Speed- 030/013 KTS                                                  Runway Ident     - 16
       Visibility    -    50.0   SM          ATC/Airspace                           Runway Lth/Wid   -  5000/   30
       Lowest Sky/Clouds -   CLEAR             Type of Flight Plan - NONE           Runway Surface   - ASPHALT
       Lowest Ceiling        - NONE            Type of Clearance   - NONE           Runway Status    - DRY
       Obstructions to Vision- NONE            Type Apch/Lndg      - TRAFFIC PATTERN
       Precipitation         - NONE
       Condition of Light    - DAYLIGHT
------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                   Age -     44              Medical Certificate - EXPIRED
      Certificate(s)/Rating(s)         Biennial Flight Review                 Flight Time (Hours)
        PRIVATE                          Current        - UNK/NR    Total      -    328      Last 24 Hrs  -      1
        SE LAND                          Months Since   - UNK/NR    Make/Model-     28       Last 30 Days-       1
                                         Aircraft Type  - UNK/NR    Instrument-      2       Last 90 Days-       1

        Instrument Rating(s)  - NONE
------------------------------------------------------------------------------------------------------------------
----Narrative----
BOTH PLTS WERE PRACTICING 180 DEGREE POWER OFF "SPOT" LANDINGS AFTER HIATUS FROM FLYING ACTIVITY. PLT IN LEFT SEAT
WAS AT CONTROLS, UNDERSHOT SLIGHTLY AND ACFT BOUNCED ON TOUCHDOWN. PLT APPLIED POWER FOR RECOVERY FROM THE BOUNCED
LNDG BUT RIGHT SEAT PLT ALSO TOOK CONTROLS AND INTERFERED WITH THE RECOVERY. ACFT SETTLED TO THE GROUND LEFT WING
LOW RESULTING IN A SWERVE TO THE LEFT. LEFT SEAT PLT CUT POWER AND APPLIED BRAKES AS ACFT DEPARTED RUNWAY.
ACFT CONTINUED ACROSS RAMP AREA AND COLLIDED WITH A FUEL PUMP.

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Brief of Accident (Continued)

File No. - 2630   9/03/84   MIDLAND,TX   A/C Reg. No. N2324A   Time (Lcl) - 1320 CDT

Occurrence #1   HARD LANDING
Phase of Operation   LANDING - FLARE/TOUCHDOWN

Finding(s)
1. FLARE - IMPROPER - PILOT IN COMMAND
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF RECENT TOTAL EXPERIENCE - PILOT IN COMMAND

Occurrence #3   LOSS OF CONTROL - IN FLIGHT
Phase of Operation   LANDING

Finding(s)
3. RECOVERY FROM BOUNCED LANDING - INITIATED - PILOT IN COMMAND
4. CONTROL INTERFERENCE - IMPROPER USE OF - COPILOT
5. IMPROPER DECISION,ANXIETY/APPRENHENSION - COPILOT
6. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
7. ABORT - PERFORMED - PILOT IN COMMAND
8. OBJECT - AIRPORT FACILITY

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,4,6

Factor(s) relating to this accident is/are finding(s) 2,5,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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File No. - 2695      9/06/84    LUBBOCK,TX              A/C Reg. No. N3675T            Time (Lcl) - 0927 CDT
--------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)       Aircraft Damage                       Injuries
                                                              SUBSTANTIAL               Fatal   Serious   Minor    None
    Type of Operation         -PERSONAL                      Fire                Crew     0        0        1        0
    Flight Conducted Under    -14 CFR 91                      NONE               Pass     0        0        2        0
    Accident Occurred During  -LANDING
--------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model    - BEECH A36                 Eng Make/Model - CONTINENTAL IO-520-BB    ELT Installed/Activated - YES-UNK/NR
    Landing Gear  - TRICYCLE-RETRACTABLE      Number Engines -  1                           Stall Warning System - YES
    Max Gross Wt  -   3600                    Engine Type    - RECIP-FUEL INJECTED
    No. of Seats  -      6                    Rated Power    -    280 HP
--------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                 Itinerary                             Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING     Last Departure Point                  ON AIRPORT
      Method         - N/A                         LUBBOCK,TX
      Completeness   - N/A                      Destination                          Airport Data
    Basic Weather    - VMC                         TEXARKANA,TX                        LUBBOCK INTERNATIONAL
      Wind Dir/Speed- 180/008 KTS                                                      Runway Ident     - 26
      Visibility     -   30.0   SM             ATC/Airspace                            Runway Lth/Wid   -  8000/  150
      Lowest Sky/Clouds  -    CLEAR              Type of Flight Plan - NONE            Runway Surface   - CONCRETE
      Lowest Ceiling         - NONE              Type of Clearance   - NONE            Runway Status    - DRY
      Obstructions to Vision- NONE               Type Apch/Lndg        FULL STOP
      Precipitation          - NONE                                    PRECAUTIONARY LANDING
      Condition of Light     - DAYLIGHT
--------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                        Age -     54          Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)              Biennial Flight Review               Flight Time (Hours)
        PRIVATE                              Current        - NO       Total        -   2134      Last 24 Hrs - UNK/NR
        SE LAND,ME LAND                      Months Since   - 28       Make/Model-        20      Last 30 Days- UNK/NR
                                             Aircraft Type - UNK/NR    Instrument-        22      Last 90 Days-     20
                                                                       Multi-Eng -       134

        Instrument Rating(s)  - NONE
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----Narrative----

FAILURE TO COMPLETE BOTH THE TAKEOFF AND LANDING CHECK-LISTS RESULTED IN TAKING OFF WITH THE ELEVATOR TRIM IMPROPERLY SET AND THE GEAR-UP LANDING. ACCORDING TO THE PLT, AS THE ACFT WAS CLEANED-UP AFTER TAKEOFF FROM RWY 17R THE NOSE BECAME VERY HEAVY. THE PRECAUTIONARY LANDING WAS MADE TO RWY 26, INADVERTENTLY GEAR-UP. AFTER RECOVERY OF THE ACFT WRECKAGE THE ELEVATOR TRIM WAS FOUND FULL NOSE DOWN. INVESTIGATION REVEALED NO MECHANICAL MALFUNCTIONS. THE PLT STATED THAT PRIOR TO TAKEOFF THE TRIM WAS IN THE TAKEOFF RANGE AND THAT NO EFFORTS TO RE-TRIM WERE MADE DURING THE SHORT FLT.

Brief of Accident (Continued)

File No. - 2695 9/06/84 LUBBOCK,TX A/C Reg. No. N3675T Time (Lcl) - 0927 CDT

Occurrence #1 ALTITUDE DEVIATION,UNCONTROLLED
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. FLIGHT CONTROL,ELEVATOR TAB SURFACE - IMPROPER
2. CHECKLIST - NOT FOLLOWED - PILOT IN COMMAND
3. REMEDIAL ACTION - NOT PERFORMED - PILOT IN COMMAND
4. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
5. GEAR EXTENSION - NOT ATTAINED - PILOT IN COMMAND
6. CHECKLIST - NOT FOLLOWED - PILOT IN COMMAND
7. IMPROPER USE OF EQUIPMENT/AIRCRAFT,ANXIETY/APPRENHENSION - PILOT IN COMMAND
8. WHEELS UP LANDING - INADVERTENT - PILOT IN COMMAND
9. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - RUNWAY

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,6,8

Factor(s) relating to this accident is/are finding(s) 5,7

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National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2672 9/09/84 SAN ANTONIO,TX A/C Reg. No. N5643C Time (lcl) - 1230 CDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	0	1	0
Pass	0	0	1	0

----Aircraft Information----

Make/Model - CESSNA 140A
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1500
No. of Seats - 2
Eng Make/Model - CONTINENTAL O-200-A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 HP
ELT Installed/Activated - YES/NO
Stall Warning System - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 180/013 KTS
Visibility - 12.0 SM
Lowest Sky/Clouds - 3000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
UVALDE,TX
Destination
SAME AS ACC/INC

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
TWIN OAKS
Runway Ident - 30
Runway Lth/Wid - 1000/ 30
Runway Surface - ASPHALT
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 27
Biennial Flight Review
Current - YES
Months Since - 11
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 99
Make/Model- 17
Instrument- 2
Last 24 Hrs - 1
Last 30 Days- UNK/NR
Last 90 Days- 7

Instrument Rating(s) - NONE

----Narrative----

THE PLT ATTEMPTED TO LAND ON AN UPSLOPING RWY WITH A QUARTERING TAILWIND. PLTS WHO LANDED JUST BEFORE THE ACCIDENT REPORTED DOWNDRAFTS AND A STRONG X-WIND EXPERIENCED DURING THE APCH. DURING THE GO-AROUND THE AIRSPEED DECREASED TO 40 MPH AS THE ACFT FLEW OVER HOUSES ADJACENT TO THE ARPT. THE ACFT SETTLED INTO AND CAME TO REST IN THE FRONT YARDS OF THE 2 OF THE HOUSES.

Brief of Accident (Continued)

File No. - 2672   9/09/84   SAN ANTONIO,TX   A/C Reg. No. N5643C   Time (Lcl) - 1230 CDT

Occurrence #1   LOSS OF CONTROL - IN FLIGHT
Phase of Operation   APPROACH - GO-AROUND (VFR)

Finding(s)
1. WEATHER CONDITION - CROSSWIND
2. WEATHER CONDITION - DOWNDRAFT
3. WEATHER CONDITION - TAILWIND
4. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
5. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
6. GO-AROUND - INITIATED - PILOT IN COMMAND
7. AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2   IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation   DESCENT - UNCONTROLLED

Finding(s)
8. TERRAIN CONDITION - GROUND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,7

Factor(s) relating to this accident is/are finding(s) 1,2,3,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2633 9/09/84 KERRVILLE,TX A/C Reg. No. N9128P Time (Lcl) - 1200 CDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	3

----Aircraft Information----

Make/Model - PIPER PA-24
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2900
No. of Seats - 4

Eng Make/Model - LYCOMING O-540-E4A5
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 260 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - FSS
Method - TELEPHONE
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 180/006 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
CARRIZO SPRINGS,TX
Destination
SAME AS ACC/INC

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - PRECAUTIONARY LANDING

Airport Proximity
ON AIRPORT

Airport Data
SCHREINER
Runway Ident - 12
Runway Lth/Wid - 4400/ 100
Runway Surface - ASPHALT
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND,ME LAND

Age - 61
Biennial Flight Review
Current - YES
Months Since - 7
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 6650
Make/Model- 200
Instrument- 1900
Multi-Eng - 3000
Last 24 Hrs - 2
Last 30 Days- UNK/NR
Last 90 Days- 89

Instrument Rating(s) - AIRPLANE

----Narrative----

PLT STATED THAT AFTER FAILING TO GET A "GEAR DOWN" LIGHT, HE CYCLED GEAR WITH NO SUCCESS IN OBTAINING A LIGHT AND RECEIVED NO RESPONSE TO CALL ON UNICOM FREQUENCY FOR VISUAL CHECK FROM GROUND. PLT STATED HE ELECTED TO LAND ANYWAY AND THAT NOSE GEAR COLLAPSED ON NORMAL TOUCHDOWN. WITNESS (LINEMAN) STATED NO CALL WAS RECEIVED ON UNICOM FREQUENCY. HE OBSERVED THE ACFT IN THE PATTERN AND THE GEAR APPEARED TO BE DOWN. WITNESS FURTHER STATED HE OBSERVED THE ACFT LAND ON THE MAIN GEAR AND WHEN THE NOSE GEAR WAS LOWERED TO RUNWAY SURFACE IT COLLAPSED AS THE NOSE REBOUNDED AND THE ACFT BOUNCED SEVERAL FEET INTO THE AIR. THE ACFT TOUCHED DOWN AND BOUNCED TWICE MORE BEFORE REMAINING ON GROUND. INSPECTION REVEALED SUBSTANTIAL OVERLOAD DAMAGE TO NOSE GEAR STRUCTURAL ATTACHMENT AND ACFT TAIL SKID DRIVEN UP INTO LOWER FUSELAGE.

File No. - 2633 9/09/84 KERRVILLE,TX A/C Reg. No. N9128P Time (Lcl) - 1200 CDT

Occurrence NOSE GEAR COLLAPSED
Phase of Operation LANDING

Finding(s)
1. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
2. LANDING GEAR,NOSE GEAR ASSEMBLY - OVERLOAD
3. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND

----Probable Cause- -

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 3

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                         National Transportation Safety Board
                               Washington, D.C. 20594

                                  Brief of Accident

   File No. - 2674      9/11/84    WHARTON,TX              A/C Reg. No. N4293Y           Time (Lcl) - 0850 CDT
---------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)       Aircraft Damage                    Injuries
                                                                SUBSTANTIAL            Fatal   Serious   Minor    None
     Type of Operation         -BUSINESS                      Fire            Crew       0        0        0        1
     Flight Conducted Under    -14 CFR 91                      NONE            Pass       0        0        0        1
     Accident Occurred During  -TAXI
---------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - PIPER PA-28-181              Eng Make/Model - LYCOMING O-360-A4M       ELT Installed/Activated - YES/NO
     Landing Gear   - TRICYCLE-FIXED               Number Engines -  1                          Stall Warning System - YES
     Max Gross Wt   -    2550                      Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats   -     4                        Rated Power    -      180 HP
---------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                  Itinerary                                 Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING      Last Departure Point                      ON AIRPORT
       Method         - N/A                          CORPUS CHRISTI,TX
       Completeness   - N/A                      Destination                              Airport Data
     Basic Weather    - VMC                          SAME AS ACC/INC                          WHARTON MUNI
       Wind Dir/Speed- 130/005 KTS                                                            Runway Ident     - 14
       Visibility     -   10.0    SM             ATC/Airspace                                 Runway Lth/Wid   -  3800/   60
       Lowest Sky/Clouds  -       2000 FT SCATTERED  Type of Flight Plan - NONE                Runway Surface   - ASPHALT
       Lowest Ceiling         - NONE               Type of Clearance   - NONE                  Runway Status    - DRY
       Obstructions to Vision- NONE                Type Apch/Lndg      - TRAFFIC PATTERN
       Precipitation          - NONE                                     FULL STOP
       Condition of Light     - DAYLIGHT
---------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                           Age -      26              Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)                 Biennial Flight Review                  Flight Time (Hours)
        PRIVATE                                  Current        - UNK/NR     Total       -     102      Last 24 Hrs  -      1
        SE LAND                                  Months Since   - UNK/NR     Make/Model-         6      Last 30 Days- UNK/NR
                                                 Aircraft Type - UNK/NR     Instrument-         0      Last 90 Days-       9


        Instrument Rating(s)  - NONE
---------------------------------------------------------------------------------------------------------------
----Narrative----
AFTER LANDING ON RWY 14 THE PLT DID A 180 DEG TURN AND TAXIED BACK DOWN THE RWY. WHILE ATTEMPTING TO TURN RIGHT ONTO
THE TAXIWAY THE LEFT MAIN GEAR DEPARTING THE IMPROVED SURFACE AND COLLAPSED WHEN IT STRUCK A CONCRETE CULVERT. BRAKE
SKID MARKS WERE FOUND ON THE RWYAND TAXIWAY LEADING TO THE  POINT OF THE GEAR COLLAPSE. NO MECHANICAL MALFUNCTIONS
WERE REPORTED.

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File No. - 2674 9/11/84 WHARTON,TX A/C Reg. No. N4293Y Time (Lcl) - 0850 CDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAXI - FROM LANDING

Finding(s)
1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAXI - FROM LANDING

Finding(s)
2. OBJECT - AIRPORT FACILITY

Occurrence #3 MAIN GEAR COLLAPSED
Phase of Operation TAXI - FROM LANDING

Finding(s)
3. LANDING GEAR,MAIN GEAR - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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     File No. - 2680       9/13/84    LIVERPOOL,TX                    A/C Reg. No. N59318              Time (Lcl) - 1700 CDT
------------------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)          Aircraft Damage                          Injuries
                                                                  DESTROYED                     Fatal   Serious   Minor    None
     Type of Operation          -PERSONAL                        Fire                   Crew     0        0        0        2
     Flight Conducted Under     -14 CFR 91                        NONE                  Pass     0        0        0        0
     Accident Occurred During   -LANDING
------------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model      - CESSNA 140                 Eng Make/Model - CONTINENTAL C-85-12      ELT Installed/Activated - YES/NO
     Landing Gear    - TAILWHEEL-ALL FIXED        Number Engines -  1                          Stall Warning System - YES
     Max Gross Wt    -    1500                    Engine Type     - RECIPROCATING-CARBURETOR
     No. of Seats    -      2                     Rated Power     -      85 HP
------------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                  Itinerary                                 Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING      Last Departure Point                      OFF AIRPORT/STRIP
       Method         - N/A                          HOUSTON,TX
       Completeness   - N/A                        Destination                             Airport Data
     Basic Weather    - VMC                          LOCAL
       Wind Dir/Speed- 180/003 KTS                                                           Runway Ident      - N/A
       Visibility     -    30.0   SM             ATC/Airspace                                Runway Lth/Wid    - N/A
       Lowest Sky/Clouds  -      6000 FT SCATTERED  Type of Flight Plan - NONE               Runway Surface    - DIRT
       Lowest Ceiling         - NONE               Type of Clearance   - NONE                Runway Status     - HIGH VEGETATION
       Obstructions to Vision- NONE                Type Apch/Lndg      - STRAIGHT-IN
       Precipitation          - NONE                                     FORCED LANDING
       Condition of Light     - DAYLIGHT
------------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                          Age -     62               Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)                Biennial Flight Review                    Flight Time (Hours)
         PRIVATE                                  Current         - YES       Total      -    318        Last 24 Hrs -       1
         SE LAND                                  Months Since    - 11        Make/Model-     69         Last 30 Days- UNK/NR
                                                  Aircraft Type - UNK/NR      Instrument-     20         Last 90 Days-      19


         Instrument Rating(s)  - NONE
------------------------------------------------------------------------------------------------------------------------------
----Narrative----
AT APRX 900 FT AGL THE ENG LOST POWER AND THE PLT EXECUTED A FORCED LANDING IN THE UNIMPROVED TERRAIN. AT TOUCHDOWN
THE ACFT STRUCK TREES AND A DIRT ENBANKMENT NOSING OVER INVERTED. INVESTIGATION REVEALED WATER IN THE GASCOLATOR
AS WELL AS THE LEFT FUEL TANK. ACCORDING TO THE PLT, IT WAS NECESSARY TO SUMP THE LEFT WING TANK 3 TIMES BEFORE
A GOOD FUEL SAMPLE WAS OBTAINED. THE PLT FURTHER REPORTED THAT THE ACFT LEFT MAIN GEAR WAS IN A DEPRESSION CAUSING
THE OUTBOARD SECTION OF THE TANK TO BE LOWER THAN THE SUMP DRAIN AND ENG PICK-UP LINE.

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Brief of Accident (Continued)

File No. - 2680 9/13/84 LIVERPOOL,TX A/C Reg. No. N89318 Time (Lcl) - 1700 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)
1. FLUID,FUEL - CONTAMINATION
2. FLUID,FUEL - WATER
3. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
4. OBJECT - TREE(S)
5. TERRAIN CONDITION - DIRT BANK

Occurrence #4 NOSE OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2666 9/14/84 SPICEWOOD,TX A/C Reg. No. N7709E Time (Lcl) - 1712 CDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
DESTROYED
Fire
NONE

Injuries

	Fatal	Serious	Minor	None
Crew	0	0	1	0
Pass	0	1	0	0

----Aircraft Information----

Make/Model - CESSNA 150
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1500
No. of Seats - 2
Eng Make/Model - CONTINENTAL O-200-A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 HP
ELT Installed/Activated - UNK/NR
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 070/008 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 6500 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - UNK/NR

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 51
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - NO MEDICAL
Flight Time (Hours)
Total - UNK/NR
Make/Model- UNK/NR
Instrument- UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

----Narrative----

DESPITE THE EXISTENCE OF AN AIRSTRIP ACROSS THE STREET FROM HIS HOME, THE PLT ELECTED TO TAKEOFF & LAND ON THE STREET. DURING THE LANDING, THE ACFT HIT SEVERAL TREES & A PUMP HOUSE. LOCAL LAW ENFORCEMENT OFFICERS REPORTED THAT THE PLT WAS DRUNK AND DRINKING BEER WHEN THEY ARRIVED AT THE SITE LESS THAN AN HOUR AFTER THE ACCIDENT. ACCORDING TO THE PAX, THE PLT HAD BEEN DRINKING BEER PRIOR TO TAKEOFF AND TOOK ONE BEER WITH HIM ON THE FLT.

Brief of Accident (Continued)

File No. - 2666 9/14/84 SPICEWOOD,TX A/C Reg. No. N7709E Time (Lcl) - 1712 CDT

Occurrence ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING

Finding(s)
1. JUDGEMENT - POOR - PILOT IN COMMAND
2. IMPROPER DECISION,PHYSICAL IMPAIRMENT(ALCOHOL) - PILOT IN COMMAND
3. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
4. OBJECT - TREE(S)
5. CLEARANCE - MISJUDGED - PILOT IN COMMAND
6. OBJECT - BUILDING(NONRESIDENTIAL)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,5

Factor(s) relating to this accident is/are finding(s) 4,6

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                              National Transportation Safety Board
                                   Washington, D.C. 20594

                                       Brief of Accident

     File No. - 2631      9/22/84    PONDER,TX               A/C Reg. No. N67833           Time (Lcl) - 0810 CDT
-------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)      Aircraft Damage                        Injuries
                                                             SUBSTANTIAL                  Fatal   Serious    Minor    None
    Type of Operation        -PERSONAL                      Fire                 Crew      0        0          0        1
    Flight Conducted Under   -14 CFR 91                      NONE                 Pass      0        0          0        0
    Accident Occurred During -LANDING
-------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - CESSNA 152                 Eng Make/Model - LYCOMING O-235-L2C        ELT Installed/Activated - YES/YES
    Landing Gear   - TRICYCLE-FIXED             Number Engines -  1                          Stall Warning System - YES
    Max Gross Wt   -    1670                    Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats   -       2                    Rated Power    -     110 HP
-------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                   Itinerary                                 Airport Proximity
    Wx Briefing     - NO RECORD OF BRIEFING        Last Departure Point                      OFF AIRPORT/STRIP
      Method        - N/A                            FORESTBURG,TX
      Completeness  - N/A                          Destination                             Airport Data
    Basic Weather   - IMC                            SAGINAW,TX
      Wind Dir/Speed- 010/004 KTS                                                            Runway Ident     - N/A
      Visibility    -    2.000 SM                ATC/Airspace                                Runway Lth/Wid   - N/A
      Lowest Sky/Clouds  -    PART OBS             Type of Flight Plan - NONE                Runway Surface   - N/A
      Lowest Ceiling     -     300 FT OVERCAST     Type of Clearance   - NONE                Runway Status    - N/A
      Obstructions to Vision- FOG                  Type Apch/Lndg      - PRECAUTIONARY LANDING
      Precipitation      - NONE
      Condition of Light - DAYLIGHT
-------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                          Age -    28          Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)              Biennial Flight Review              Flight Time (Hours)
        PRIVATE                                Current      - UNK/NR     Total      -    66        Last 24 Hrs - UNK/NR
        SE LAND                                Months Since - UNK/NR     Make/Model -    66        Last 30 Days- UNK/NR
                                               Aircraft Type - UNK/NR    Instrument -     1        Last 90 Days-      3


        Instrument Rating(s)  - NONE
-------------------------------------------------------------------------------------------------------------------
----Narrative----
PLT ACKNOWLEDGED INITIATION OF FLIGHT INTO LOW CEILING AND VISIBILITY CONDITIONS WITH NO WX BRIEFING. SHORTLY
AFTER TAKEOFF, CONDITIONS DETERIORATED EVEN MORE AND ACFT ENTERED THICK FOG. BREAKING OUT MOMENTARILY, PLT ELECTED
A PRECAUTIONARY LNDG ON A ROAD. RIGHT WING STRUCK A FENCE POST ON TOUCHDOWN AND ACFT SWERVED RIGHT, COLLIDING WITH
THE FENCE.

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File No. - 2631 9/22/84 PONDER,TX A/C Reg. No. N67833 Time (Lcl) - 0810 CDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE

Finding(s)
1. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
2. IMPROPER DECISION,TOTAL - PILOT IN COMMAND
3. PREFLIGHT BRIEFING SERVICE - NOT OBTAINED - PILOT IN COMMAND
4. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND
5. WEATHER CONDITION - LOW CEILING
6. WEATHER CONDITION - FOG

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)
7. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
8. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
9. OBJECT - FENCE

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,8

Factor(s) relating to this accident is/are finding(s) 1,2,3,5,6,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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File No. - 2647       9/22/84    COLLEYVILLE,TX            A/C Reg. No. N761LR             Time (Lcl) - 0110 CDT
--------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)       Aircraft Damage                        Injuries
                                                              DESTROYED                      Fatal   Serious   Minor    None
    Type of Operation          -PERSONAL                     Fire                    Crew      1        0        0        0
    Flight Conducted Under     -14 CFR 91                     NONE                   Pass      1        0        0        0
    Accident Occurred During   -DESCENT
--------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model    - CESSNA T210M              Eng Make/Model - CONTINENTAL TSIO 520-R    ELT Installed/Activated - YES/NO
    Landing Gear  - TRICYCLE-RETRACTABLE      Number Engines -  1                           Stall Warning System - YES
    Max Gross Wt  -    3400                   Engine Type    - RECIP-FUEL INJECTED
    No. of Seats  -       6                   Rated Power    -     310 HP
--------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                Itinerary                              Airport Proximity
    Wx Briefing     - NO RECORD OF BRIEFING     Last Departure Point                   OFF AIRPORT/STRIP
      Method        - N/A                         ADDISON,TX
      Completeness  - N/A                      Destination                           Airport Data
    Basic Weather   - IMC                         SHERMAN,TX
      Wind Dir/Speed- 050/006 KTS                                                      Runway Ident     - N/A
      Visibility    -     4.000 SM            ATC/Airspace                             Runway Lth/Wid   - N/A
      Lowest Sky/Clouds  -      900 FT          Type of Flight Plan - NONE             Runway Surface   - N/A
      Lowest Ceiling        -   900 FT OVERCAST Type of Clearance   - NONE             Runway Status    - N/A
      Obstructions to Vision- FOG               Type Apch/Lndg      - NONE
      Precipitation         - RAIN SHOWERS
      Condition of Light    - NIGHT(DARK)
--------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                      Age -     61             Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)            Biennial Flight Review                Flight Time (Hours)
        PRIVATE                              Current        - YES      Total       -    1700      Last 24 Hrs -        2
        SE LAND                              Months Since   - 22       Make/Model-      1700      Last 30 Days- UNK/NR
                                             Aircraft Type  - UNK/NR   Instrument-       450      Last 90 Days-       50


        Instrument Rating(s)  - AIRPLANE
--------------------------------------------------------------------------------------------------------------------
----Narrative----
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PLT AND WIFE HAD FLOWN TO DALLAS (ADDISON ARPT) AND SPENT EVENING WITH FRIENDS. RETURN FLT INITIATED AFTER MIDNIGHT INTO LOW CLNG AND DRIZZLE. ABOUT 12 MINS LATER, WIFE CONTACTED DALLAS (LOVE FLD) TWR ON EMERG FREQ 121.5 AND REPORTED PLT WAS SICK AND UNABLE TO CONTROL ACFT. TWR COORDINATED WITH ARTCC FOR RADAR ASSISTANCE AND ATTEMPTED TO VECTOR THE ACFT TO DALLAS-FT WORTH ARPT (DFW), ABOUT 4 MILES SOUTH. WIFE REPORTED "CAN'T SEE A THING." FOR APRX 18 MINUTES EFFORTS TO BRING THE ACFT OVER DFW CONTINUED, WITH ARPT LIGHTING AT FULL INTENSITY. ACFT WAS INSTRUCTED TO MAKE A SHALLOW LEFT TURN TOWARD DFW AND RADAR CONTACT WAS LOST SHORTLY THEREAFTER. INVESTIGATION REVEALED ACFT COLLIDED WITH TERRAIN IN A NOSE LOW, LEFT-WING-DOWN ATTITUDE. AUTOPSY (PLT) SHOWED EVIDENCE OF TWO PREVIOUS MYOCARDIAL INFRACTIONS AND SEVERE OCCLUSIVE CORONARY ATHEROSCLEROSIS. RELATIVE REPORTED WIFE HAD A FEW HOURS OF DUAL FLT TIME BUT WAS NOT A PLT.

Brief of Accident (Continued)

File No. - 2647 9/22/84 COLLEYVILLE,TX A/C Reg. No. N761LR Time (Lcl) - 0110 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation CRUISE

Finding(s)
1. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT,INCAPACITATION(OTHER CARDIOVASCULAR) - PILOT IN COMMAND
3. AIRCRAFT HANDLING - ATTEMPTED - PASSENGER
4. LIGHT CONDITION - DARK NIGHT
5. WEATHER CONDITION - LOW CEILING
6. WEATHER CONDITION - FOG
7. RADAR ASSISTANCE TO VFR AIRCRAFT - ATTEMPTED - ATC PERSONNEL(ARTCC)
8. AIRCRAFT HANDLING - NOT POSSIBLE - PASSENGER

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)
9. SPIRAL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,8

Factor(s) relating to this accident is/are finding(s) 3,4,5,6

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                              National Transportation Safety Board
                                   Washington, D.C. 20594

                                     Brief of Accident

   File No. - 2703       9/30/84    HOUSTON,TX               A/C Reg. No. N64902             Time (Lcl) - 1850 CDT
-------------------------------------------------------------------------------------------------------------------
----Basic Information----
      Type Operating Certificate-NONE (GENERAL AVIATION)     Aircraft Damage                 Injuries
                                                              SUBSTANTIAL               Fatal   Serious   Minor     None
      Type of Operation         -INSTRUCTIONAL               Fire               Crew      0        0        0         1
      Flight Conducted Under    -14 CFR 91                    NONE              Pass      0        0        0         0
      Accident Occurred During  -LANDING
-------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
      Make/Model     - CESSNA 152                  Eng Make/Model - LYCOMING O-235-L2C        ELT Installed/Activated - YES/YES
      Landing Gear   - TRICYCLE-FIXED              Number Engines -  1                          Stall Warning System - YES
      Max Gross Wt   -    1670                     Engine Type     - RECIPROCATING-CARBURETOR
      No. of Seats   -      2                      Rated Power     -     110 HP
-------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                                 Itinerary                                 Airport Proximity
      Wx Briefing     - FSS                         Last Departure Point                      ON AIRPORT
        Method        - TELEPHONE                     LAKE CHARLES,LA
        Completeness  - WEATHER NOT PERTINENT       Destination                              Airport Data
      Basic Weather   - VMC                           HOUSTON,TX                              FLYING ACRES
        Wind Dir/Speed- 340/004 KTS                                                           Runway Ident     - 27
        Visibility    -    15.0   SM               ATC/Airspace                               Runway Lth/Wid   -  2600/   83
        Lowest Sky/Clouds  -     CLEAR               Type of Flight Plan - NONE               Runway Surface   - GRASS/TURF
        Lowest Ceiling        - NONE                 Type of Clearance   - NONE               Runway Status    - DRY
        Obstructions to Vision- NONE                 Type Apch/Lndg      - FORCED LANDING
        Precipitation         - NONE
        Condition of Light    - DAYLIGHT
-------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                        Age -     25            Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
       Certificate(s)/Rating(s)              Biennial Flight Review                  Flight Time (Hours)
          STUDENT                               Current        - N/A       Total      -     42        Last 24 Hrs -       3
                                                Months Since   - N/A       Make/Model-      28        Last 30 Days- UNK/NR
                                                Aircraft Type  - N/A       Instrument-       0        Last 90 Days-      18


          Instrument Rating(s)  - NONE
-------------------------------------------------------------------------------------------------------------------
----Narrative----
STUDENT PLT DEPARTED ON SUPERVISED SOLO CROSS-COUNTRY FLT TO SPECIFIC DESTINATION AND RETURN  INSTEAD, PLT LANDED
AT UNIMPROVED FIELD WITHOUT REQUIRED PRIOR OPERATOR APPROVAL AND EMBARKED HIS WIFE AS A PASSENGER FOR A LOCAL
FLIGHT. ON RETURN FROM LOCAL FLT, A POOR LANDING APPROACH NECESSITATED A GO-AROUND. DURING THE GO-AROUND, FUEL
EXHAUSTION OCCURRED. ACFT COLLIDED WITH A FENCE DURING SUBSEQUENT FORCED LANDING.

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Brief of Accident (Continued)

File No. - 2703 9 30/84 HOUSTON,TX A/C Reg. No. N64902 Time (Lcl) - 1850 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)
1. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT,INTERPERSONAL RELATIONS - PILOT IN COMMAND
3. INSTRUCTIONS,WRITTEN/VERBAL - DISREGARDED - PILOT IN COMMAND
4. FUEL CONSUMPTION CALCULATIONS - NOT PERFORMED - PILOT IN COMMAND
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT,TOTAL - PILOT IN COMMAND
6. FLUID,FUEL - EXHAUSTION

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)
7. OBJECT - FENCE

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4

Factor(s) relating to this accident is/are finding(s) 1,2,3,5,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2706 10/01/84 PROGRESO,TX A/C Reg. No. N5255 Time (Lcl) - 1630 CDT

----Basic Information----

Type Operating Certificate-AGRICULTURAL AIRCRAFT
Type of Operation -AERIAL APPLICATION
Flight Conducted Under -14 CFR 137
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

----Aircraft Information----

Make/Model - GRUMMAN G-164A
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 3725
No. of Seats - 1
Eng Make/Model - P&W R-1340AN1
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 600 HP
ELT Installed/Activated - UNK/NR
Stall Warning System - UNK/NR

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 045/006 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

A1C/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND

Age - 31
Biennial Flight Review
Current - YES
Months Since - 14
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)
Total - 2490
Make/Model- 2490
Instrument- 9
Last 24 Hrs - 2
Last 30 Days- UNK/NR
Last 90 Days- 238

Instrument Rating(s) - NONE

----Narrative----

SHORTLY AFTER TAKEOFF, PLT HEARD EXPLOSIVE REPORT FROM ENGINE AND EXPERIENCED PARTIAL PWR LOSS. PLT ATTEMPTED TO RETURN FOR LANDING BUT COULD NOT MAINTAIN SUFFICIENT ALTITUDE. LOAD NOT JETTISONED. DURING FORCED LANDING ROLL OUT IN CANE FIELD ACFT NOSED OVER. ENGINE TEARDOWN TO DETERMINE REASON FOR PWR LOSS WAS NOT PERFORMED.

File No. - 2706   10/0:/84   PROGRESO,TX   A/C Reg. No. N5255   Time (Lcl) - 1630 CDT

Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)
2. LOAD JETTISON - NOT PERFORMED - PILOT IN COMMAND

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)
3. TERRAIN CONDITION - CROP

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2627 10/05/84 ROSENBURG,TX A/C Reg. No. N29618 Time (Lcl) - 1803 CDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

----Aircraft Information----

Make/Model - CESSNA T210L
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3400
No. of Seats - 6
Eng Make/Model - CONTINENTAL TSIO-520-H
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 285 HP
ELT Installed/Activated - YES/NO
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 140/006 KTS
Visibility - 12.0 SM
Lowest Sky/Clouds -
Lowest Ceiling - 5000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
ABILENE,TX
Destination
HOUSTON,TX

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN
FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - DIRT
Runway Status - HIGH VEGETATION

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND,ME LAND

Age - 75
Biennial Flight Review
Current - YES
Months Since - 17
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 4300
Make/Model- 4000
Instrument- 0
Multi-Eng - 300
Last 24 Hrs - 4
Last 30 Days- UNK/NR
Last 90 Days- 22

Instrument Rating(s) - NONE

----Narrative----

PLT HAD ALTERED ROUTE OF FLIGHT TWICE TO CIRCUMNAVIGATE IFR WX, FINALLY REVERSING COURSE TO LAND AT AN OVERFLOWN VFR AIRPORT. PLT STATED THAT AS HE HEADED TO THE THE ARPT THE ENGINE COUGHED AND QUIT. PLT SWITCHED TANKS AND TURNED ON BOOST PUMP. ENGINE RAN BRIEFLY AND QUIT AGAIN. PLT EXECUTED A FORCED LANDING IN A SMALL CLEAR SPACE BUT ACFT COLLIDED WITH A DITCH DURING LANDING ROLL AND FLIPPED INVERTED. ACFT FLT MANUAL CAUTIONS AGAINST SUSTAINED USE OF "HI" BOOST POSITION OF FUEL PUMP, WHICH CAN CAUSE FLOODING AS EVIDENCED BY A SHORT PERIOD OF POWER FOLLOWED BY A POWER LOSS.

Brief of Accident (Continued)

File No. - 2627 10/05/84 ROSENBURG,TX A/C Reg. No. N29618 Time (Lcl) - 1803 CDT

Occurrence #1 LOSS OF POWER
Phase of Operation CRUISE

Finding(s)
1. ENGINE ASSEMBLY - UNDETERMINED
2. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)
3. TERRAIN CONDITION - DITCH

Occurrence #4 NOSE OVER
Phase of Operation LANDING

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

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                         National Transportation Safety Board
                              Washington, D.C. 20594

                                 Brief of Accident

    File No. - 2784      10/13/84    PORT ISABEL,TX          A/C Reg. No. N16KL            Time (Lcl) - 0803 CDT
------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                    Injuries
                                                               DESTROYED                  Fatal   Serious   Minor    None
    Type of Operation          -PERSONAL                      Fire                 Crew     1        2        0        0
    Flight Conducted Under     -14 CFR 91                      NONE                Pass     6        1        0        0
    Accident Occurred During   -MANEUVERING
------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - CONSOLIDATED VULTEE PBY-6A    Eng Make/Model - P & W R-1830-92           ELT Installed/Activated - YES/NO
    Landing Gear   - AMPHIBIAN                     Number Engines -  2                            Stall Warning System - NO
    Max Gross Wt   -   17600                       Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats   -       6                       Rated Power    -    1200 HP
------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                    Itinerary                                 Airport Proximity
    Wx Briefing       - COMPANY                     Last Departure Point                      OFF AIRPORT/STRIP
      Method          - IN PERSON                     HARLINGEN,TX
      Completeness    - WEATHER NOT PERTINENT      Destination                             Airport Data
    Basic Weather     - VMC                           LOCAL
      Wind Dir/Speed- 150/006 KTS                                                            Runway Ident      - N/A
      Visibility      -     10.0   SM             ATC/Airspace                               Runway Lth/Wid    - N/A
      Lowest Sky/Clouds  -     22000 FT             Type of Flight Plan - NONE              Runway Surface    - N/A
      Lowest Ceiling        - 22000 FT OVERCAST     Type of Clearance   - NONE              Runway Status     - N/A
      Obstructions to Vision- NONE                  Type Apch/Lndg      - NONE
      Precipitation         - NONE
      Condition of Light    - DAYLIGHT
------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                             Age -     37             Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)                   Biennial Flight Review                 Flight Time (Hours)
        COMMERCIAL,ATP                              Current        - YES       Total       -   8695        Last 24 Hrs -      4
        SE LAND,ME LAND                             Months Since   - 13        Make/Model-       70        Last 30 Days- UNK/NR
                                                    Aircraft Type  - PBY-GA    Instrument-      704        Last 90 Days-    162
                                                                               Multi-Eng -     5528

        Instrument Rating(s)  - AIRPLANE
------------------------------------------------------------------------------------------------------------------
----Narrative----
AERIAL PHOTOS WERE BEING TAKEN OF THE MISHAP ACFT. MISSION CALLED FOR A SIMULATED WATER LNDG (ACTUAL WATER
LNDG PROHIBITED) BY FLYING AS CLOSE AS POSSIBLE TO WATER. CO-PLT AT CONTROLS DESCENDED ACFT TO ABOUT 6 FT,
THEN GRADUALLY REDUCED CLRNC TO 6-12 INCHES ABOVE WATER, AIRSPD 105 MPH. CO-PLT INADVERTANTLY ALLOWED ACFT TO
TOUCH WATER. ON TOUCHDOWN, ACFT DECELERATED VIOLENTLY AND BROKE UP, EJECTING SEVERAL OF THE OCCUPANTS AND COMING
TO REST INVERTED. EXAMINATION OF AERIAL PHOTOS SHOWS ACFT HULL AT TOUCHDOWN WAS SLIGHTLY NOSE DOWN VICE NORMAL
LNDG ATTITUDE; WATER CONTACT MADE AT LOCATION OF NOSE LNDG GEAR DOORS. PHOTOS SHOW OUTWARD RUPTURING OF FWD
HULL STRUCTURE, NOSE GEAR DOORS MISSING. HULL AT REAR OF STEP SHOWED TWO PARALLEL, 3-FT LONG BY 2-IN WIDE,
FORE-TO-AFT AND OUTBD-TO-INBD PENETRATIONS. FLOOR OF SHALLOW LAGOON KNOWN TO HAVE SCATTERED DEBRIS FROM
PETROLEM EXPLORATIONS;  HOWEVER, NO POSITIVE DETERMINATION OF ACFT CONTACT WITH SUBMERGED OBJECT COULD BE MADE.
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Brief of Accident (Continued)

File No. - 2784 10/13/84 PORT ISABEL,TX A/C Reg. No. N16KL Time (Lcl) - 0803 CDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

Finding(s)

1. TERRAIN CONDITION - WATER,GLASSY
2. CLEARANCE - MISJUDGED - COPILOT
3. SUPERVISION - INADEQUATE - PILOT IN COMMAND
4. DOOR,LANDING GEAR - OVERLOAD
5. DOOR,LANDING GEAR - SEPARATION

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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     File No. - 2628       10/14/84    BOOKER,TX                 A/C Reg. No. N9737K             Time (Lcl) - 1915 CDT
------------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                         Injuries
                                                                SUBSTANTIAL                 Fatal   Serious    Minor     None
     Type of Operation          -PERSONAL                      Fire                  Crew      0        0         0         1
     Flight Conducted Under     -14 CFR 91                      NONE                 Pass      0        0         0         0
     Accident Occurred During   -LANDING
------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - STINSON 108-2               Eng Make/Model - FRANKLIN GA4-165-B3      ELT Installed/Activated - YES/NO
     Landing Gear   - TAILWHEEL-ALL FIXED         Number Engines -  1                          Stall Warning System - YES
     Max Gross Wt   -    2400                     Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats   -      4                      Rated Power    -      165 HP
------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                  Itinerary                                  Airport Proximity
     Wx Briefing     - NO RECORD OF BRIEFING       Last Departure Point                       ON AIRPORT
       Method        - N/A                           PLAINVIEW,TX
       Completeness  - N/A                        Destination                              Airport Data
     Basic Weather   - VMC                           BOOKER,TX                                MITHELL FIELD
       Wind Dir/Speed- 350/015 KTS                                                            Runway Ident      - 17
       Visibility    -     15.0    SM            ATC/Airspace                                 Runway Lth/Wid    -  3900/    30
       Lowest Sky/Clouds  -     6000 FT SCATTERED  Type of Flight Plan - NONE                 Runway Surface    - ASPHALT
       Lowest Ceiling         - 25000 FT BROKEN    Type of Clearance   - NONE                 Runway Status     - DRY
       Obstructions to Vision- NONE                Type Apch/Lndg      - TRAFFIC PATTERN
       Precipitation          - NONE                                     FULL STOP
       Condition of Light     - DUSK
------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                         Age -      29            Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)               Biennial Flight Review                  Flight Time (Hours)
         PRIVATE                                Current        - YES      Total      -    288        Last 24 Hrs -       2
         SE LAND                                Months Since   - 19       Make/Model-      20        Last 30 Days- UNK/NR
                                                Aircraft Type  - UNK/NR   Instrument-       0        Last 90 Days-       3


         Instrument Rating(s)  - NONE
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----Narrative----
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PLT ARRIVED AT DESTINATION AT DUSK. LIGHTED WIND TETRAHEDRON WAS OUT OF SERVICE. PLT EXECUTED LOW PASS IN UNSUCCESFUL ATTEMPT TO SEE WINDSOCK. PLT WAS AWARE OF STRONG SURFACE WINDS (ABOUT 35 KTS), PRESUMED TO BE FROM SW. FROM RECENT FRONTAL PASSAGE AND SELECTED THAT LANDING DIRECTION. ACFT LANDED LONG, PLT REALIZED A STRONG TAILWIND EXISTED BUT FELT TAILWHEEL ACFT WOULD NOT MAKE A SUCCESSFUL GO-AROUND. ACFT OVERRAN PREPARED SURFACE. PLT STEERED INTO TALL GRASS TO ASSIST DECELERATION. COMBINATION OF VEGETATION RESISTANCE AND TAILWIND GUST CAUSED ACFT TO NOSE OVER.

Brief of Accident (Continued)

File No. - 2628 10/14/84 BOOKER,TX A/C Reg. No. N9737K Time (Lcl) - 1915 CDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)
1. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
2. LIGHT CONDITION - DUSK
3. AIRPORT FACILITIES,WIND DIRECTION INDICATOR - NOT OPERATING
4. WEATHER CONDITION - HIGH WIND
5. WEATHER CONDITION - TAILWIND
6. GO-AROUND - NOT SELECTED - PILOT IN COMMAND
7. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF TOTAL EXPERIENCE IN KIND OF AIRCRAFT - PILOT IN COMMAND

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)
8. TERRAIN CONDITION - HIGH VEGETATION
9. WEATHER CONDITION - GUSTS

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3,4,5,6,7,8,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2652 10/19/84 KILGORE,TX A/C Reg. No. N6248H Time (Lcl) - 1715 CDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1

----Aircraft Information----

Make/Model - PIPER J3C-65
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1220
No. of Seats - 2

Eng Make/Model - CONTINENTAL A-65-8
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 65 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - UNK/NR

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 120/005 KTS
Visibility - 35.0 SM
Lowest Sky/Clouds - 3000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
KILGORE,TX
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data
KILGORE
Runway Ident - 18
Runway Lth/Wid - 2040/ 30
Runway Surface - GRASS/TURF
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 20
Biennial Flight Review
Current - YES
Months Since - 4
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 144
Make/Model- 14
Instrument- 32
Last 24 Hrs - 0
Last 30 Days- UNK/NR
Last 90 Days- 4

Instrument Rating(s) - NONE

----Narrative----

AFTER TAXIING NORTH TO THE END OF THE STRIP A 180 DEG TURN WAS MADE PRIOR TO TAKEOFF TO THE SOUTH. OUT OF THE TURN THE ACFT WAS LINED UP WITH THE LEFT WING TIP CLOSE TO THE FENCE. THE PLT INTENDED TO CORRECT HIS LINE-UP DURING THE ROLL. ACCORDING TO THE PLT, A COMBINATION OF ENG TORQUE AND A SLIGHT RIGHT CROSSWING CAUSED THE ACFT TO DRIFT INTO THE FENCE. DIRECTIONAL CONTROL WAS LOST AND THE ACFT CAME TO A STOP AFTER ROLLING THROUGH APPX 150 FT OF FENCE. THE NEAREST WX OBSERVATION FACILITY RECORDED WIND FROM 120 DEG AT 5 KTS.

Brief of Accident (Continued)

File No. - 2652   10/19/84   KILGORE,TX   A/C Reg. No. N6248H   Time (Lcl) - 1715 CDT

Occurrence   ON GROUND COLLISION WITH OBJECT
Phase of Operation   TAKEOFF - GROUND RUN

Finding(s)
1. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
2. PROPER ALIGNMENT - NOT ATTAINED - PILOT IN COMMAND
3. UNSAFE/HAZARDOUS CONDITION - NOT CORRECTED - PILOT IN COMMAND
4. OBJECT - FENCE
5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2651 10/26/84 EL PASO,TX A/C Reg. No. N3433U Time (Lcl) - 1836 CDT

----Basic Information----

Type Operating Certificate-AIR TRAVEL CLUB

Type of Operation -INSTRUCTIONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	0	0	2
Pass	0	0	0	0

----Aircraft Information----

Make/Model - DOUGLAS DC3C
Landing Gear - TAILWHEEL-ALL RETRACTABLE
Max Gross Wt - 25200
No. of Seats - 32

Eng Make/Model - P&W R-1830-90C
Number Engines - 2
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 1200 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 260/011 KTS
Visibility - 30.0 SM
Lowest Sky/Clouds - 1700 FT SCATTERED
Lowest Ceiling - 4400 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - STRAIGHT-IN
PRECAUTIONARY LANDING

Airport Proximity
ON AIRPORT

Airport Data
EL PASO INTL.
Runway Ident - 26L
Runway Lth/Wid - 9000/ 150
Runway Surface - ASPHALT
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
ATP,CFI
SE LAND,ME LAND

Age - 35
Biennial Flight Review
Current - YES
Months Since - 0
Aircraft Type - DC3C

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total -	6500	Last 24 Hrs -	2
Make/Model-	815	Last 30 Days-	UNK/NR
Instrument-	227	Last 90 Days-	75
Multi-Eng -	4600		

Instrument Rating(s) - AIRPLANE

----Narrative----

DUE TO LOW OIL PRESSURE AND HIGH OIL TEMP THE RIGHT ENG WAS SECURED. DURING THE PRECAUTIONARY LANDING GEAR EXTENSION WAS DELAYED UNTIL APRX 800 FT AGL. SINCE THE RIGHT ENG POWERS THE ONLY HYDRAULIC PUMP A LANDING GEAR DOWN AND LOCKED CONDITION WAS NOT POSSIBLE BY THE NORMAL MEANS. AS THE GEAR WERE EXTENDED AND HYDRAULIC PRESSURE BEGAN TO DECREASE THE PLT REALIZED THAT NORMAL GEAR EXTENSION WOULD NOT OCCUR. THE ALT OF THE ACFT PRECLUDED THE EMERG EXTENTION OF THE LANDING GEAR. SHORTLY AFTER TOUCHDOWN THE RIGHT MAIN LANDING GEAR COLLAPSED.

Brief of Accident (Continued)

File No. - 2651 10/26/84 EL PASO,TX A/C Reg. No. N3433U Time (Lcl) - 1836 CDT

Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation CRUISE - NORMAL

Finding(s)
1. ENGINE INSTRUMENTS,OIL PRESSURE GAGE - PRESSURE TOO LOW
2. ENGINE INSTRUMENTS,OIL TEMPERATURE GAGE - OVERTEMPERATURE
3. EMERGENCY PROCEDURE - PERFORMED - PILOT IN COMMAND
4. ENGINE ASSEMBLY - UNDETERMINED

Occurrence #2 MAIN GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)
5. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
6. GEAR EXTENSION - DELAYED - PILOT IN COMMAND
7. HYDRAULIC SYSTEM,PUMP - DISABLED
8. GEAR DOWN AND LOCKED - NOT ATTAINED - PILOT IN COMMAND

Occurrence #3 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)
9. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,6,8,9

Factor(s) relating to this accident is/are finding(s) 1,2

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                          National Transportation Safety Board
                                Washington, D.C. 20594

                                   Brief of Accident

   File No. - 2650       10/29/84    TERRELL,TX              A/C Reg. No. N8856F          Time (Lcl) - 1430 CST
-------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)     Aircraft Damage                      Injuries
                                                            SUBSTANTIAL               Fatal   Serious   Minor    None
    Type of Operation          -FERRY                      Fire                 Crew     0        0        1        0
    Flight Conducted Under     -14 CFR 91                   NONE                Pass     0        0        0        0
    Accident Occurred During   -LANDING
-------------------------------------------------------------------------------------------------------------
---Aircraft Information----
    Make/Model     - HUGHES 269A          Eng Make/Model - LYCOMING HO-360-B1B     ELT Installed/Activated - NO -N/A
    Landing Gear   - SKID                 Number Engines -  1                        Stall Warning System - NO
    Max Gross Wt   -    1550              Engine Type     - RECIPROCATING-CARBURETOR
    No. of Seats   -       2              Rated Power     -     180 HP
-------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                            Itinerary                                 Airport Proximity
    Wx Briefing      - FSS                  Last Departure Point                      OFF AIRPORT/STRIP
      Method         - TELEPHONE              TYLER,TX
      Completeness   - UNK/NR              Destination                             Airport Data
    Basic Weather    - VMC                    TERRELL,TX
      Wind Dir/Speed- VARIABLE                                                       Runway Ident      - N/A
      Visibility     -     7.0   SM        ATC/Airspace                              Runway Lth/Wid    - N/A
      Lowest Sky/Clouds  -    15000 FT SCATTERED  Type of Flight Plan - NONE         Runway Surface    - N/A
      Lowest Ceiling          - NONE         Type of Clearance   - NONE              Runway Status     - N/A
      Obstructions to Vision- NONE           Type Apch/Lndg      - PRECAUTIONARY LANDING
      Precipitation           - NONE
      Condition of Light      - DAWN
-------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                     Age -     35          Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)           Biennial Flight Review            Flight Time (Hours)
        COMMERCIAL,CFI                     Current         - YES     Total        -    694      Last 24 Hrs -        5
        NONE                               Months Since   -  6       Make/Model-       79      Last 30 Days- UNK/NR
        HELICOPTER                         Aircraft Type - UNK/NR    Instrument-       51      Last 90 Days-       38
                                                                                               Rotorcraft   -     692

        Instrument Rating(s)  - HELICOPTER
-------------------------------------------------------------------------------------------------------------
----Narrative----
ACFT WAS SUBSTANTIALLY DAMAGED DURING AN AUTOROTATIVE LANDING AFTER THE PLT HEARD A "LOUD POP" FROM THE REAR OF THE
HELICOPTER. INVESTIGATION REVEALED THE SPINES ON THE LOWER PULLEY SHAFT COUPLING WERE SEVERLY STRIPPED.
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Brief of Accident (Continued)

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       File No. - 2650      10/29/84    TERRELL,TX                 A/C Reg. No. N8856F              Time (Lcl) - 1430 CST
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Occurrence #1          AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation     CRUISE

Finding(s)
  1. MAINTENANCE,RECORDKEEPING - INADEQUATE - OTHER MAINTENANCE PSNL
  2. ROTOR DRIVE SYSTEM,MAIN ROTOR DRIVING PULLEY - STRIPPED THREAD
  3. ROTOR DRIVE SYSTEM,ENGINE TO TRANSMISSION DRIVE - SEPARATION
--------------------------------------------------------------------------------------------------------------------------

Occurrence #2          FORCED LANDING
Phase of Operation     DESCENT - EMERGENCY

Finding(s)
  4. AUTOROTATION - PERFORMED - PILOT IN COMMAND
--------------------------------------------------------------------------------------------------------------------------

Occurrence #4          HARD LANDING
Phase of Operation     LANDING - FLARE/TOUCHDOWN

Finding(s)
  5. FLARE - EXCESSIVE - PILOT IN COMMAND
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----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 2,3,5

Factor(s) relating to this accident is/are finding(s) 1
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National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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 File No. - 2719      10/30/84    SANDIA,TX                  A/C Reg. No. N97476            Time (Lcl) - 1930 CST
-----------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                        Injuries
                                                                SUBSTANTIAL              Fatal   Serious   Minor    None
     Type of Operation          -BUSINESS                      Fire               Crew     0        0        0        1
     Flight Conducted Under     -14 CFR 91                      NONE              Pass     0        0        0        0
     Accident Occurred During   -APPROACH
-----------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - STINSON 108             Eng Make/Model - FRANKLIN 6A4 165BA3       ELT Installed/Activated - YES/YES
     Landing Gear   - TAILWHEEL-ALL FIXED     Number Engines -  1                           Stall Warning System - YES
     Max Gross Wt   -    2400                 Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats   -       4                 Rated Power    -     165 HP
-----------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                Itinerary                                   Airport Proximity
     Wx Briefing      - FSS                      Last Departure Point                        ON AIRSTRIP
       Method         - TELEPHONE                  HOUSTON,TX
       Completeness   - FULL                    Destination                                Airport Data
     Basic Weather    - VMC                        SANDIA,TX                                 ARROWHEAD
       Wind Dir/Speed- 135/005 KTS                                                           Runway Ident     - 13
       Visibility    -    10.0    SM           ATC/Airspace                                  Runway Lth/Wid   -  3600/   50
       Lowest Sky/Clouds  -      1500 FT SCATTERED  Type of Flight Plan - NONE               Runway Surface   - GRASS/TURF
       Lowest Ceiling       -    1000 FT BROKEN     Type of Clearance   - NONE               Runway Status    - DRY
       Obstructions to Vision- NONE                 Type Apch/Lndg      - STRAIGHT-IN
       Precipitation        - NONE
       Condition of Light   - NIGHT(DARK)
-----------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                        Age  -    28                Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)              Biennial Flight Review                 Flight Time (Hours)
        PRIVATE                                 Current        - YES          Total      -    218         Last 24 Hrs -       3
        SE LAND                                 Months Since   -  2           Make/Model-       8         Last 30 Days- UNK/NR
                                                Aircraft Type  - 152          Instrument-       5         Last 90 Days-       5
                                                                              Multi-Eng -       1

        Instrument Rating(s)  - NONE
-----------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT WAS ATTEMPTING A NIGHT LANDING AT AN UNLIGHTED AIRPORT. PLT STATED HE ELECUTED A LOW ANGLE APPROACH,
KNOWING OF ELEVATED AND WOODED TERRAIN OFF THE END OF THE RUNWAY. ON SIGHTING TREES TO HIS LEFT, HE INITIATED
A GO-AROUND BUT STRUCK OTHER TREES BEFORE CLIMB COULD BE ESTABLISHED. THE AIRCRAFT THEN CONTACTED THE RUNWAY
AND GROUND LOOPED.

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Brief of Accident (Continued)

File No. - 2719 10/30/84 SANDIA,TX A/C Reg. No. N97476 Time (Lcl) - 1930 CST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)
1. PLANNED APPROACH - IMPROPER - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE,OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
3. PROPER GLIDEPATH - NOT MAINTAINED - PILOT IN COMMAND
4. LIGHT CONDITION - DARK NIGHT
5. AIRPORT FACILITIES,RUNWAY EDGE LIGHTS - UNAVAILABLE
6. OBJECT - TREE(S)

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

Factor(s) relating to this accident is/are finding(s) 2,4,5,6

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                         National Transportation Safety Board
                              Washington, D.C. 20594

                                 Brief of Accident

    File No. - 2718      11/04/84    PARIS,TX                A/C Reg. No. N6258G             Time (Lcl) - 1815 CST
------------------------------------------------------------------------------------------------------------------
----Basic Information----
      Type Operating Certificate-NONE (GENERAL AVIATION)       Aircraft Damage                          Injuries
                                                                 SUBSTANTIAL                   Fatal   Serious   Minor    None
      Type of Operation          -PERSONAL                     Fire                     Crew     0        0        0        1
      Flight Conducted Under     -14 CFR 91                     NONE                    Pass     0        0        0        0
      Accident Occurred During   -LANDING
------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
      Make/Model     - CESSNA 150K             Eng Make/Model - CONTINENTAL O-200-A      ELT Installed/Activated - NO -N/A
      Landing Gear   - TRICYCLE-FIXED          Number Engines -  1                          Stall Warning System - YES
      Max Gross Wt   -    1600                 Engine Type    - RECIPROCATING-CARBURETOR
      No. of Seats   -       2                 Rated Power    -     100 HP
------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                              Itinerary                                  Airport Proximity
      Wx Briefing     - NO RECORD OF BRIEFING   Last Departure Point                       OFF AIRPORT/STRIP
        Method        - N/A                       CLARKSVILLE,TX
        Completeness  - N/A                     Destination                              Airport Data
      Basic Weather   - VMC                       PARIS,TX
        Wind Dir/Speed- 350/004 KTS                                                        Runway Ident     - N/A
        Visibility    -    15.0   SM          ATC/Airspace                                 Runway Lth/Wid   - N/A
        Lowest Sky/Clouds  -    CLEAR           Type of Flight Plan - NONE                 Runway Surface   - N/A
        Lowest Ceiling        - NONE            Type of Clearance   - NONE                 Runway Status    - N/A
        Obstructions to Vision- NONE            Type Apch/Lndg      - FORCED LANDING
        Precipitation         - NONE
        Condition of Light    - NIGHT(DARK)
------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                      Age -     37              Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
       Certificate(s)/Rating(s)            Biennial Flight Review                    Flight Time (Hours)
         COMMERCIAL,CFI                       Current          - YES        Total      -    2569      Last 24 Hrs -       2
         SE LAND,ME LAND                      Months Since     - 10         Make/Model-      980      Last 30 Days- UNK/NR
         HELICOPTER                           Aircraft Type  - UNK/NR       Instrument-      107      Last 90 Days-     189
                                                                            Multi-Eng -      181      Rotorcraft  -     511

         Instrument Rating(s)  - AIRPLANE,HELICOPTER
------------------------------------------------------------------------------------------------------------------
----Narrative----
THE ACFT WAS BEING FLOWN TO A NEARBY FACILITY FOR REFUELING. FUEL EXHAUSTION OCCURRED EN ROUTE. THE PLT SET UP A
FULL FLAPS DESCENT AND COLLIDED WITH TREES ON LANDING.

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Brief of Accident (Continued)

File No. - 2718 11/04/84 PARIS TX A/C Reg. No. N6258G Time (Lcl) - 1815 CST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)
1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. FLUID,FUEL - EXHAUSTION

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING

Finding(s)
3. LIGHT CONDITION - DARK NIGHT
4. TERRAIN CONDITION - HIGH TERRAIN
5. OBJECT - TREE(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3,4

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                              National Transportation Safety Board
                                    Washington, D.C. 20594

                                      Brief of Accident

   File No. - 2715      11/08/84    DENVER CITY,TX           A/C Reg. No. N64975            Time (Lcl) - 1800 CST
------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)         Aircraft Damage                  Injuries
                                                                SUBSTANTIAL               Fatal   Serious   Minor    None
    Type of Operation          -PERSONAL                       Fire               Crew      0        0        0        1
    Flight Conducted Under     -14 CFR 91                       NONE              Pass      0        0        0        0
    Accident Occurred During   -LANDING
------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - CESSNA 152                  Eng Make/Model - LYCOMING O-235-L2C      ELT Installed/Activated - YES/NO
    Landing Gear   - TRICYCLE-FIXED              Number Engines -  1                         Stall Warning System - YES
    Max Gross Wt   -    1600                     Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats   -       2                     Rated Power    -     100 HP
------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                 Itinerary                                 Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING     Last Departure Point                      ON AIRSTRIP
      Method         - N/A                         LUBBOCK,TX
      Completeness   - N/A                      Destination                             Airport Data
    Basic Weather    - VMC                         SAME AS ACC/INC                         TWO-LEGS
      Wind Dir/Speed- 225/018 KTS                                                          Runway Ident     - 27
      Visibility     -    10.0   SM            ATC/Airspace                                Runway Lth/Wid   -  3600 -UNK/NR
      Lowest Sky/Clouds  -     CLEAR             Type of Flight Plan - NONE                Runway Surface   - GRASS/TURF
      Lowest Ceiling          - NONE             Type of Clearance   - NONE                Runway Status    - DRY
      Obstructions to Vision- HAZE               Type Apch/Lndg      - STRAIGHT-IN
      Precipitation           - NONE
      Condition of Light      - DUSK
------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                    Age -      52            Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)          Biennial Flight Review                Flight Time (Hours)
       PRIVATE                            Current       - YES        Total        -    114       Last 24 Hrs -        1
       SE LAND                            Months Since  - 10         Make/Model-       114       Last 30 Days- UNK/NR
                                          Aircraft Type - C-152      Instrument-         0       Last 90 Days-        5


       Instrument Rating(s)  - NONE
------------------------------------------------------------------------------------------------------------------
----Narrative----
PLT CITED GUST ON LANDING CAUSED ACFT TO DRIFT TO RIGHT. PLT VISUAL ACUTENESS REDUCED BY LANDING INTO SETTING SUN.
CORRECTIVE CONTROL INPUT OF LEFT AILERON WAS EXCESSIVE, CAUSING LEFT WING TO DROP TO GROUND CONTACT. ACFT PIVOTED
ABOUT LEFT WING TIP AND CAME TO REST.

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Brief of Accident (Continued)

File No. - 2715   11/08/84   DENVER CITY,TX   A/C Reg. No. N64975   Time (Lcl) - 1800 CST

Occurrence #1   LOSS OF CONTROL - ON GROUND
Phase of Operation   LANDING - ROLL

Finding(s)
1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. LIGHT CONDITION - SUNGLARE
3. WEATHER CONDITION - GUSTS

Occurrence #2   DRAGGED WING, ROTOR, POD, OR FLOAT
Phase of Operation   LANDING - ROLL

Finding(s)
4. REMEDIAL ACTION - EXCESSIVE - PILOT IN COMMAND
5. GROUND LOOP/SWERVE - INADVERTENT -

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4

Factor(s) relating to this accident is/are finding(s) 1,2,3

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                          National Transportation Safety Board
                                Washington, D.C. 20594

                                  Brief of Accident

     File No. - 2716      11/09/84    AMARILLO,TX              A/C Reg. No. N2333D            Time (Lcl) - 1645 CST
--------------------------------------------------------------------------------------------------------------------
----Basic Information----
       Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                     Injuries
                                                                  SUBSTANTIAL                 Fatal   Serious   Minor    None
       Type of Operation          -PERSONAL                      Fire                Crew       0        0        0       1
       Flight Conducted Under     -14 CFR 91                      NONE               Pass       0        0        0       1
       Accident Occurred During   -LANDING
--------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
       Make/Model      - CESSNA 170B           Eng Make/Model - CONTINENTAL C-145-2      ELT Installed/Activated - YES/NO
       Landing Gear    - TAILWHEEL-ALL FIXED   Number Engines -   1                        Stall Warning System - YES
       Max Gross Wt    -    2200               Engine Type     - RECIPROCATING-CARBURETOR
       No. of Seats    -     4                 Rated Power     -     145 HP
--------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                                  Itinerary                                Airport Proximity
       Wx Briefing      - FSS                       Last Departure Point                     ON AIRPORT
         Method         - UNK/NR
         Completeness   - UNK/NR                   Destination                            Airport Data
       Basic Weather    - VMC                          SAME AS ACC/INC                        TRADEWINDS
         Wind Dir/Speed- 290/022 KTS                                                          Runway Ident #  - 23
         Visibility     -    15.0   SM            ATC/Airspace                                Runway Lth/Wid  -  2730/   55
         Lowest Sky/Clouds  -     CLEAR             Type of Flight Plan - NONE                Runway Surface  - ASPHALT
         Lowest Ceiling        - NONE               Type of Clearance   - VFR                 Runway Status   - DRY
         Obstructions to Vision- NONE               Type Apch/Lndg      - FULL STOP
         Precipitation         - NONE
         Condition of Light    - DAYLIGHT
--------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                         Age -      41            Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
       Certificate(s)/Rating(s)               Biennial Flight Review                   Flight Time (Hours)
         PRIVATE                                  Current       - YES        Total        -      280        Last 24 Hrs -       5
         SE LAND                                  Months Since  -  0         Make/Model-        21        Last 30 Days- UNK/NR
                                                  Aircraft Type - UNK/NR     Instrument-         2        Last 90 Days-      16


         Instrument Rating(s)   - NONE
--------------------------------------------------------------------------------------------------------------------
----Narrative----
WHEN ADVISED OF HIGH WINDS AT DESTINATION, PLT DIVERTED TO EN ROUTE ALTERNATE ON ARRIVAL AT ALTERNATE, PLT WAS
ADVISED OF 60 DEGREE CROSSWIND WITH GUSTS TO 40 MPH. PLT HAD 21 HRS EXPERIENCE IN CONVENTIONAL (TAILWHEEL) ACFT.
ON LANDING TOUCHDOWN, GUSTS LIFTED ACFT AND CARRIED IT OFF CENTERLINE. PLT ATTEMPTED TO LEVEL OFF, CORRECT DRIFT
AND RELAND, BUT LANDING GEAR STRUCK A PARALLEL FENCE. RT MAIN GEAR COLLAPSED ON SUBSEQUENT OFF-RUNWAY TOUCHDOWN.
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Brief of Accident (Continued)

File No. - 2716 11/09/84 AMARILLO,TX A/C Reg. No. N2333D Time (Lcl) - 1645 CST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. IMPROPER DECISION,LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
3. AIRCRAFT PERFORMANCE,LANDING CAPABILITY - INADEQUATE
4. WEATHER CONDITION - CROSSWIND
5. WEATHER CONDITION - HIGH WIND
6. WEATHER CONDITION - GUSTS
7. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING

Finding(s)
8. RECOVERY FROM BOUNCED LANDING - ATTEMPTED - PILOT IN COMMAND
9. OBJECT - FENCE

Occurrence #3 MAIN GEAR COLLAPSED
Phase of Operation LANDING

Finding(s)
10. LANDING GEAR,MAIN GEAR ATTACHMENT - PREVIOUS DAMAGE

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,7

Factor(s) relating to this accident is/are finding(s) 2,3,4,5,6,8,9,10

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                         National Transportation Safety Board
                              Washington, D.C. 20594

                                 Brief of Accident

   File No. - 2717     11/12/84    EDINBURG,TX            A/C Reg. No. N94387          Time (Lcl) - 1615 CST
-----------------------------------------------------------------------------------------------------------
----Basic Information----
      Type Operating Certificate-NONE (GENERAL AVIATION)      Aircraft Damage                    Injuries
                                                               SUBSTANTIAL                 Fatal  Serious  Minor   None
      Type of Operation         -INSTRUCTIONAL                Fire                  Crew     0       0       1       0
      Flight Conducted Under    -14 CFR 91                     NONE                 Pass     0       0       0       0
      Accident Occurred During  -LANDING
-----------------------------------------------------------------------------------------------------------
----Aircraft Information----
      Make/Model     - CESSNA 152               Eng Make/Model - LYCOMING O-235-L2C        ELT Installed/Activated - YES/NO
      Landing Gear   - TRICYCLE-FIXED           Number Engines -  1                           Stall Warning System - YES
      Max Gross Wt   -   1670                   Engine Type    - RECIPROCATING-CARBURETOR
      No. of Seats   -      2                   Rated Power    -    108 HP
-----------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                              Itinerary                                Airport Proximity
      Wx Briefing      - NO RECORD OF BRIEFING  Last Departure Point                     ON AIRPORT
        Method         - N/A                      MCALLEN,TX
        Completeness   - N/A                    Destination                            Airport Data
      Basic Weather    - VMC                      LOCAL                                  EDINBURG INT'L
        Wind Dir/Speed- 070/010 KTS                                                      Runway Ident     - 14
        Visibility     -    15.0   SM          ATC/Airspace                              Runway Lth/Wid   -  3200/  150
        Lowest Sky/Clouds  -                     Type of Flight Plan - NONE              Runway Surface   - ASPHALT
        Lowest Ceiling        -  2900 FT OVERCAST Type of Clearance  - NONE              Runway Status    - DRY
        Obstructions to Vision- NONE             Type Apch/Lndg      - GO AROUND
        Precipitation         - NONE
        Condition of Light    - DAYLIGHT
-----------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                       Age -     33              Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
       Certificate(s)/Rating(s)             Biennial Flight Review                  Flight Time (Hours)
         STUDENT                              Current      - N/A       Total        -    88       Last 24 Hrs -       1
                                              Months Since - N/A       Make/Model-       88       Last 30 Days- UNK/NR
                                              Aircraft Type - N/A      Instrument-        3       Last 90 Days-      10


         Instrument Rating(s)  - NONE
-----------------------------------------------------------------------------------------------------------
----Narrative----
FOLLOWING A BOUNCED LANDING, PLT ATTEMPTED A GO-ROUND, BUT INADVERTENLY RAISED THE FLAPS. THE ACFT SETTLED INTO
A PLOWED FIELD ADJACENT TO THE RUNWAY AND NOSED OVER.
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Brief of Accident (Continued)

File No. - 2717 11/12/84 EDINBURG,TX A/C Reg. No. N94387 Time (Lcl) - 1615 CST

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. FLARE - IMPROPER - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING

Finding(s)
2. GO-AROUND - IMPROPER - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE,TOTAL - PILOT IN COMMAND
4. RAISING OF FLAPS - PREMATURE - PILOT IN COMMAND
5. CLIMB - NOT POSSIBLE - PILOT IN COMMAND

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)
6. TERRAIN CONDITION - SOFT

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,3,4,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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     File No. - 2713      11/19/84    PAMPA,TX                    A/C Reg. No. N54028             Time (Lcl) - 0730 CST
----------------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                          Injuries
                                                                DESTROYED                      Fatal    Serious    Minor     None
     Type of Operation          -BUSINESS                      Fire                   Crew      0         0          1         0
     Flight Conducted Under     -14 CFR 91                      NONE                  Pass      0         0          0         0
     Accident Occurred During   -LANDING
----------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model      - CESSNA 172P                Eng Make/Model - LYCOMING O-320-D2J        ELT Installed/Activated - YES/YES
     Landing Gear    - TRICYCLE-FIXED             Number Engines -  1                          Stall Warning System - YES
     Max Gross Wt    -    2150                    Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats    -       4                    Rated Power    -     150 HP
----------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                   Itinerary                                    Airport Proximity
     Wx Briefing       - FSS                        Last Departure Point                         OFF AIRPORT/STRIP
       Method          - UNK/NR                       TULSA,OK
       Completeness    - UNK/NR                    Destination                                 Airport Data
     Basic Weather     - IMC                          SAME AS ACC/INC                              PERRY LEFORS
       Wind Dir/Speed- 360/004 KTS                                                                 Runway Ident      - 17
       Visibility      -     1.000 SM             ATC/Airspace                                     Runway Lth/Wid    -  5500/  100
       Lowest Sky/Clouds  -                         Type of Flight Plan - IFR                      Runway Surface    - ASPHALT
       Lowest Ceiling          -    500 FT OBSCURED Type of Clearance   - IFR                      Runway Status     - WET
       Obstructions to Vision- FOG                  Type Apch/Lndg      - ADF/NDB
       Precipitation           - NONE                                     FORCED LANDING
       Condition of Light      - DAYLIGHT
----------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                        Age -     27                 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)              Biennial Flight Review                     Flight Time (Hours)
         COMMERCIAL                            Current         - YES        Total       -    1593        Last 24 Hrs -        2
         SE LAND                               Months Since    -  6         Make/Model-       128        Last 30 Days- UNK/NR
                                               Aircraft Type - UNK/NR       Instrument-        92        Last 90 Days-      221
                                                                            Multi-Eng -        76

         Instrument Rating(s)  - AIRPLANE
----------------------------------------------------------------------------------------------------------------------------
----Narrative----
PREFLIGHT WEATHER BRIEFING SHOWED CLOSEST REPORTING STATION TO DESTINATION BELOW DEST APCH MINIMUM OF I MILE VISIBILITY
BUT FCST TO IMPROVE TO 1/2 MI BY ARRIVAL. AREA FREEZING LEVEL FCST AT 3-4000 FT. FLT TO DEST AT 6000 FT WAS ON TOP
OF CLOUDS AND UNEVENTFUL. PLT CONTACTED DEST ON UNICOM AND WAS ADVISED OF "LOW GROUND FOG AND VERY POOR VISIBILITY."
PLT MADE NO FURTHER EFFORT TO CLARIFY CONDITIONS. COMMENCED NDB APPROACH AND ENTERED CLOUDS AT 4000 FT. ACFT STRUCTURAL
ICING OCCURRED DURING APPROACH. PLT SIGHTED RUNWAY LIGHTS BUT LOST CONTACT IN TURN TO ADJUST COURSE & EXECUTED A MISSED
APPROACH. DUE TO STRUCTURAL ICING, PLT UNABLE TO CLIMB ABOVE 3800 FT, THEN UNABLE TO MAINTAIN ALT AS ICE CONTINUED TO
ACCRETE. PLT WAS UNABLE TO ARREST DESCENT BUT ON VISUAL CONTACT WITH GROUND MANUVERED TO A FORCED LANDING IN AN
OPEN FIELD. PLT REPORTED CONDITIONS AT DESTINATION WERE ABOVE APPROACH MINIMUMS.
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```

File No. - 2713 11/19/84 PAMPA,TX A/C Reg. No. N54028 Time (Lcl) - 0730 CST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)
1. PREFLIGHT BRIEFING SERVICE - ISSUED - ATC PERSONNEL(FSS)
2. WEATHER FORECAST - ISSUED - ATC PERSONNEL(FSS)
3. WEATHER CONDITION - LOW CEILING
4. WEATHER CONDITION - FOG
5. WEATHER CONDITION - ICING CONDITIONS
6. IN FLIGHT WEATHER ADVISORIES - DISREGARDED - PILOT IN COMMAND
7. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND
8. IMPROPER USE OF PROCEDURE,EXPECTANCY - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - MISSED APPROACH (IFR)

Finding(s)
9. WING - ICE
10. AIRCRAFT PERFORMANCE - DETERIORATED
11. PULL-UP - NOT POSSIBLE -

Occurrence #3 FORCED LANDING
Phase of Operation DESCENT - UNCONTROLLED

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
12. TERRAIN CONDITION - OPEN FIELD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 7

Factor(s) relating to this accident is/are finding(s) 3,4,5,6,8,9,10,11

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                           National Transportation Safety Board
                                 Washington, D.C. 20594

                                   Brief of Accident

   File No. - 2667      12/02/84     LAGRANGE,TX            A/C Reg. No. N3296E           Time (Lcl) - 1820 CST
-----------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)     Aircraft Damage                  Injuries
                                                            SUBSTANTIAL              Fatal   Serious   Minor   None
    Type of Operation         -PERSONAL                    Fire                Crew     0        0        0       1
    Flight Conducted Under    -14 CFR 91                    NONE               Pass     0        0        0       3
    Accident Occurred During  -TAKEOFF
-----------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - CESSNA 172N              Eng Make/Model - LYCOMING O-320-H2AD      ELT Installed/Activated - UNK/NR
    Landing Gear   - TRICYCLE-FIXED           Number Engines -  1                          Stall Warning System - YES
    Max Gross Wt   -    2150                  Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats   -       4                  Rated Power    -    160 HP
-----------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                               Itinerary                               Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING   Last Departure Point                    ON AIRPORT
      Method         - N/A                       SAME AS ACC/INC
      Completeness   - N/A                     Destination                           Airport Data
    Basic Weather    - VMC                       COLLEGE STATION,TX                    GUENTHER FIELD
      Wind Dir/Speed- 010/010 KTS                                                      Runway Ident     - N/A
      Visibility     -    20.0   SM          ATC/Airspace                              Runway Lth/Wid   - N/A
      Lowest Sky/Clouds  -     CLEAR           Type of Flight Plan - NONE              Runway Surface   - N/A
      Lowest Ceiling         - NONE            Type of Clearance   - NONE              Runway Status    - N/A
      Obstructions to Vision- NONE             Type Apch/Lndg      - NONE
      Precipitation          - NONE
      Condition of Light     - NIGHT(DARK)
-----------------------------------------------------------------------------------------------------------------
----Personnel Information----
  Pilot-In Command                    Age -     23              Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
    Certificate(s)/Rating(s)          Biennial Flight Review                    Flight Time (Hours)
      PRIVATE                           Current      - YES       Total       - UNK/NR        Last 24 Hrs  - UNK/NR
      SE LAND                           Months Since -  1        Make/Model- UNK/NR          Last 30 Days- UNK/NR
                                        Aircraft Type - UNK/NR   Instrument- UNK/NR          Last 90 Days  UNK/NR
                                                                 Multi-Eng - UNK/NR          Rotorcraft   - UNK/NR

      Instrument Rating(s)  - NONE
-----------------------------------------------------------------------------------------------------------------
----Narrative----
FOR UNKNOWN REASONS THE PLT ABORTED THE TAKEOFF. DIRECTIONAL CONTROL WAS LOST AND THE ACFT ROLLED INTO A PARKED
ACFT. THE PRIVATE PLT RECEIVED HIS RATING 2 DAYS PRIOR TO THE ACCIDENT.
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File No. - 2667 12/02/84 LAGRANGE,TX A/C Reg. No. N3296E Time (Lcl) - 1820 CST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)
1. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND
2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)
4. OBJECT - AIRCRAFT PARKED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 3

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                         National Transportation Safety Board
                               Washington, D.C. 20594

                                  Brief of Accident

    File No. - 2711      12/02/84    SPEARMAN,TX              A/C Reg. No. N100RJ           Time (Lcl) - 1115 CST
-----------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)         Aircraft Damage
                                                                SUBSTANTIAL                  Injuries
    Type of Operation          -PERSONAL                                          Fatal  Serious  Minor   None
    Flight Conducted Under     -14 CFR 91                       Fire        Crew    0       0       1       0
    Accident Occurred During   -DESCENT                          NONE       Pass    0       0       0       0
-----------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - AMERICAN AVIATION AA-1A        Eng Make/Model  - LYCOMING O-235-L2C      ELT Installed/Activated - YES/YES
    Landing Gear   - TRICYCLE-FIXED                 Number Engines  - 1                         Stall Warning System - YES
    Max Gross Wt   -    1500                        Engine Type     - RECIPROCATING-CARBURETOR
    No. of Seats   -       2                        Rated Power     -     108 HP
-----------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                     Itinerary                              Airport Proximity
    Wx Briefing     - NO RECORD OF BRIEFING          Last Departure Point                   OFF AIRPORT/STRIP
      Method        - N/A                              SAME AS ACC/INC
      Completeness  - N/A                            Destination                          Airport Data
    Basic Weather   - VMC                              LOCAL
      Wind Dir/Speed- 029/008 KTS                                                           Runway Ident    - N/A
      Visibility    -    30.0   SM                   ATC/Airspace                            Runway Lth/Wid  - N/A
      Lowest Sky/Clouds  -   CLEAR                     Type of Flight Plan - NONE            Runway Surface  - N/A
      Lowest Ceiling        - NONE                     Type of Clearance   - NONE            Runway Status   - N/A
      Obstructions to Vision- NONE                     Type Apch/Lndg      - FORCED LANDING
      Precipitation         - NONE
      Condition of Light    - DAYLIGHT
-----------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                            Age -     60                Medical Certificate - EXPIRED
     Certificate(s)/Rating(s)                  Biennial Flight Review             Flight Time (Hours)
        PRIVATE                                   Current        - NO     Total        -   444      Last 24 Hrs -       1
        SE LAND                                   Months Since   - UNK/NR Make/Model-      25      Last 30 Days- UNK/NR
                                                  Aircraft Type  - UNK/NR Instrument-       0      Last 90 Days-       3

        Instrument Rating(s)  - NONE
-----------------------------------------------------------------------------------------------------------------
----Narrative----
PLT HAD PULLED UP FORM A LOW PASS OVER CATTLE WHEN ENG QUIT. PLT CITED PROBABLE CARBURETOR ICING BUT DID NOT
USE CARB HEAT. IN TURN TO EMERGENCY LANDING AREA, ACFT SPEED DECAYED AND ACFT MUSHED INTO GROUND, COLLIDING WITH
A DITCH.

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Brief of Accident (Continued)

File No. - 2711 12/02/84 SPEARMAN,TX A/C Reg. No. N100RJ Time (Lcl) - 1115 CST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation MANEUVERING

Finding(s)
1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
2. CARBURETOR HEAT - NOT USED - PILOT IN COMMAND
3. FUEL SYSTEM,CARBURETOR - ICE

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - UNCONTROLLED

Occurrence #3 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)
4. AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)
5. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
6. TERRAIN CONDITION - DITCH

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5

Factor(s) relating to this accident is/are finding(s) 1,6

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                              National Transportation Safety Board
                                  Washington, D.C. 20594

                                    Brief of Accident

      File No. - 2751      9/07/84    LEHI,UT                A/C Reg. No. N5211F           Time (Lcl) - 1230 MDT
----------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)          Aircraft Damage
                                                                  SUBSTANTIAL                        Injuries
     Type of Operation          -INSTRUCTIONAL                                             Fatal  Serious  Minor  None
     Flight Conducted Under     -14 CFR 91                        Fire               Crew    0       0      0      1
     Accident Occurred During   -LANDING                          NONE               Pass    0       0      0      0
----------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model    - R. LAMAR BRADSHAW ROTORWAY EXECEng Make/Model - RPTPRWAY RW145      ELT Installed/Activated - NO -N/A
     Landing Gear  - SKID                       Number Engines -  1                        Stall Warning System - NO
     Max Gross Wt  -    1285                    Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats  -       4                    Rated Power    -     145 HP
----------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                 Itinerary                                 Airport Proximity
     Wx Briefing       - NO RECORD OF BRIEFING    Last Departure Point                      ON AIRPORT
       Method          - N/A                        SAME AS ACC/INC
       Completeness    - N/A                     Destination                             Airport Data
     Basic Weather     - VMC                        SAME AS ACC/INC
       Wind Dir/Speed- CALM                                                                Runway Ident      - UNK/NR
       Visibility     -    10.0   SM            ATC/Airspace                               Runway Lth/Wid    - UNK/NR
       Lowest Sky/Clouds  -    CLEAR              Type of Flight Plan - NONE               Runway Surface    - UNK/NR
       Lowest Ceiling         - NONE              Type of Clearance   - NONE               Runway Status     - UNK/NR
       Obstructions to Vision- NONE               Type Apch/Lndg      - NONE
       Precipitation          - NONE
       Condition of Light     - DAYLIGHT
----------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                       Age -     50                  Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)             Biennial Flight Review                        Flight Time (Hours)
       STUDENT                               Current        - N/A          Total      -     8       Last 24 Hrs -       1
                                             Months Since   - N/A          Make/Model-      8       Last 30 Days- UNK/NR
                                             Aircraft Type  - N/A          Instrument-      0       Last 90 Days-       3
                                                                                                    Rotorcraft  -       8
       Instrument Rating(s)  - NONE
----------------------------------------------------------------------------------------------------------------
----Narrative----
THE STUDENT PLT WAS PRACTICING HOVER TAXIING AT THE ABANDONED ARPT. WHILE TAXIING THE RIGHT SKID HIT A 3 INCH HIGH MOUND
OF DIRT. THE ACFT BOUNCED UP AND ROLLED TO THE LEFT. THE PLT ATTEMPTED TO CORRECT USING THE CYCLIC BUT THE ACFT
BEGAN TO ROLL FURTHER TO THE LEFT AND RIGHT ABOUT THE LONGITUDINAL AXIS. THE PLT LOWER THE COLLECTIVE. THE ACFT
LANDED ON THE LEFT SKID AND ROLLED OVER. THE STUDENT PILOT HAD LOGGED A TOTAL OF 8 HOURS OF FLT TIME.
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Brief of Accident (Continued)

File No. - 2751   9/07/84   LEHI,UT   A/C Reg. No. N5211F   Time (Lcl) - 1230 MDT

Occurrence #1   IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation   HOVER

Finding(s)
1. TERRAIN CONDITION - ROUGH/UNEVEN
2. ALTITUDE - INADEQUATE - PILOT IN COMMAND
3. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
4. REMEDIAL ACTION - ATTEMPTED - PILOT IN COMMAND
5. CYCLIC - IMPROPER USE OF - PILOT IN COMMAND

Occurrence #2   LOSS OF CONTROL - ON GROUND
Phase of Operation   LANDING - FLARE/TOUCHDOWN

Finding(s)
6. COLLECTIVE - IMPROPER USE OF - PILOT IN COMMAND

Occurrence #3   ON GROUND ENCOUNTER WITH WEATHER
Phase of Operation   LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,5,6

Factor(s) relating to this accident is/are finding(s) 2,4

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National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2688 9/12/84 VERNAL,UT A/C Reg. No. N1086Y Time (Lcl) - 1630 MDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	1	0

----Aircraft Information----

Make/Model - BELL 206B
Landing Gear - SKID
Max Gross Wt - 3200
No. of Seats - 5

Eng Make/Model - ALLISON 250-C20B
Number Engines - 1
Engine Type - TURBOSHAFT
Rated Power - 317 HP

ELT Installed/Activated - YES/YES
Stall Warning System - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 270/005 KTS
Visibility - 40.0 SM
Lowest Sky/Clouds - 11000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
VERNAL,UT
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND,ME LAND

Age - 40
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - 206B

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)			
Total -	1634	Last 24 Hrs -	3
Make/Model-	57	Last 30 Days-	UNK/NR
Instrument-	392	Last 90 Days-	88
Multi-Eng -	480	Rotorcraft -	57

Instrument Rating(s) - AIRPLANE

----Narrative----

PLT STATED THAT WHILE ON A HEADING OF 050 DEGS (WIND FROM 270 DEGS AT 5 KTS) THE ACFT BEGAN TO SHUDDER AND VEERED TO THE RIGHT. PLT ATTEMPTED REMEDIAL ACTION BUT ACFT CONTINUED DESCENDING IN A RIGHT SPIRAL TO GROUND CONTACT. EXAMINATION OF THE HELICOPTER DID NOT DISCLOSE ANY MECHANINCAL FAILURE/MALFUNCTION. BELL HELICOPTER TEXTRON, INC., PUBLISHED INFORMATION LETTER 206-84-41 DATED JULY 6, 1984 IN WHICH IT DESCRIBES UNANTICIPATED RIGHT YAW AS, "... THE OCCURRENCE OF AN UNCOMMANDED RIGHT YAW RATE WHICH DOES NOT SUBSIDE OF ITS OWN ACCORD AND WHICH, IF NOT CORRECTED CAN RESULT IN LOSS OF AIRCRAFT CONTROL." THE PLT WAS IN THE POST SOLO PHASE OF HIS HELICOPTER TRAINING. ONE PASSENGER WAS ON BOARD WHEN THE ACCIDENT OCCURRED.

Brief of Accident (Continued)

File No. - 2688 9/12/84 VERNAL,UT A/C Reg. No. N1086Y Time (Lcl) - 1630 MDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation CRUISE

Finding(s)
1. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE,LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. SPIRAL - UNCONTROLLED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,4

Factor(s) relating to this accident is/are finding(s) 2

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                              National Transportation Safety Board
                                   Washington, D.C. 20594

                                      Brief of Accident

     File No. - 2750        9/29/84    BRIGHAM CITY,UT            A/C Reg. No. N8JN                Time (Lcl) - 1530 MDT
-------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)          Aircraft Damage                        Injuries
                                                                  SUBSTANTIAL                   Fatal   Serious   Minor    None
     Type of Operation         -PERSONAL                          Fire                   Crew      1        0        0        0
     Flight Conducted Under    -14 CFR 91                         NONE                   Pass      0        0        0        0
     Accident Occurred During  -MANEUVERING
-------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - ROLLADEN-SCHNEIDER GMBH  LS3   Eng Make/Model - N/A                 ELT Installed/Activated - YES/NO
     Landing Gear   - TAILWHEEL-ALL FIXED            Number Engines - N/A                    Stall Warning System - YES
     Max Gross Wt   -    1500                        Engine Type    - N/A
     No. of Seats   -       1                        Rated Power    - N/A
-------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                   Itinerary                               Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING       Last Departure Point                    OFF AIRPORT/STRIP
       Method         - N/A                           BRIGHAM CITY,UT
       Completeness   - N/A                        Destination                            Airport Data
     Basic Weather    - VMC                           LOCAL
       Wind Dir/Speed- CALM                                                                  Runway Ident      - N/A
       Visibility     -     50.0   SM              ATC/Airspace                              Runway Lth/Wid    - N/A
       Lowest Sky/Clouds  -     CLEAR                Type of Flight Plan - NONE              Runway Surface    - N/A
       Lowest Ceiling         - NONE                 Type of Clearance   - NONE              Runway Status     - N/A
       Obstructions to Vision- NONE                  Type Apch/Lndg      - NONE
       Precipitation          - NONE
       Condition of Light     - DAYLIGHT
-------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                         Age -      41            Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)               Biennial Flight Review                  Flight Time (Hours)
         COMMERCIAL,CFI                        Current       - UNK/NR     Total        -    1650        Last 24 Hrs - UNK/NR
         SE LAND,ME LAND                       Months Since  - UNK/NR     Make/Model -      111        Last 30 Days- UNK/NR
         GLIDER                                Aircraft Type - UNK/NR     Instrument- UNK/NR         Last 90 Days- UNK/NR
                                                                          Multi-Eng - UNK/NR         Rotorcraft  - UNK/NR

         Instrument Rating(s)  - AIRPLANE
-------------------------------------------------------------------------------------------------------------------
----Narrative----
THE ACFT IMPACTED ON A MOUNTAIN RIDGE DURING A 60 DEG LEFT BANK. THE PLT HAD BEEN IN RADIO COMMUNICATION WITH ANOTHER
GLIDER PLT NEAR HIS FLT AREA. JUST PRIOR TO THE ACCIDENT HE RADIOED THAT HE WAS GOING AROUND A MOUNTAIN POINT IN SEARCH
OF A THERMAL. WHEN NO MORE COMMUNICATIONS WERE HEARD, THE ACCOMPANYING FLT FLEW AROUND THE POINT & FOUND THE ACCIDENT
WRECKAGE. THE WRECKAGE WAS INTACT WITH EXTENSIVE DAMAGE TO THE FWD FUSELAGE. THE ELT IN THE PLTS COMPARTMENT WAS
SHATTERED.
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Brief of Accident (Continued)

File No. - 2750 9/29/84 BRIGHAM CITY,UT A/C Reg. No. N8JN Time (Lcl) - 1530 MDT

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING

Finding(s)
1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
3. OBJECT - TREE(S)
4. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4

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                              National Transportation Safety Board
                                    Washington, D.C. 20594

                                       Brief of Accident

    File No. - 2693        9/07/84     SKAMANIA,WA              A/C Reg. No. N191WB            Time (Lcl) - 1850 PDT
--------------------------------------------------------------------------------------------------------------------
----Basic Information----
      Type Operating Certificate-NONE (GENERAL AVIATION)          Aircraft Damage                         Injuries
                                                                   DESTROYED                   Fatal    Serious    Minor     None
      Type of Operation          -PERSONAL                        Fire                 Crew      1         0          0         0
      Flight Conducted Under     -14 CFR 91                        NONE                Pass      1         0          0         0
      Accident Occurred During   -DESCENT
--------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
      Make/Model     - CESSNA T210M                 Eng Make/Model - CONTINENTAL TSIO-520-R1A  ELT Installed/Activated - YES/NO
      Landing Gear   - TRICYCLE-RETRACTABLE         Number Engines -  1                           Stall Warning System - YES
      Max Gross Wt   -    3800                      Engine Type     - RECIP-FUEL INJECTED
      No. of Seats   -       6                      Rated Power     -     285 HP
--------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                                  Itinerary                                  Airport Proximity
      Wx Briefing      - UNK/NR                     Last Departure Point                       OFF AIRPORT/STRIP
        Method         - TELEPHONE                    PENDLETON,OR
        Completeness   - UNK/NR                     Destination                              Airport Data
      Basic Weather    - VMC                          VANCOUVER,WA
        Wind Dir/Speed- CALM                                                                   Runway Ident      - N/A
        Visibility     -     10.0   SM              ATC/Airspace                               Runway Lth/Wid    - N/A
        Lowest Sky/Clouds  -     UNK/NR               Type of Flight Plan - NONE               Runway Surface    - N/A
        Lowest Ceiling         - OVERCAST             Type of Clearance   - NONE               Runway Status     - N/A
        Obstructions to Vision- FOG                   Type Apch/Lndg      - NONE
        Precipitation          - NONE
        Condition of Light     - DAYLIGHT
--------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                       Age -      59              Medical Certificate - EXPIRED
       Certificate(s)/Rating(s)            Biennial Flight Review                  Flight Time (Hours)
          PRIVATE                              Current        - YES        Total        -    467        Last 24 Hrs -        2
          SE LAND                              Months Since   - 11         Make/Model - UNK/NR          Last 30 Days- UNK/NR
                                               Aircraft Type  - C-T210M    Instrument- UNK/NR           Last 90 Days- UNK/NR
                                                                           Multi-Eng  - UNK/NR          Rotorcraft   - UNK/NR

          Instrument Rating(s)   - NONE
--------------------------------------------------------------------------------------------------------------------
----Narrative----
A WITNESS, LOCATED 3 MI SE OF THE ACCIDENT SITE, REPORTED HEARING THE ACFT "REV UP TO A SCREAM FOLLOWED BY A CRASH
THAT SOUNDED LIKE A MINIATURE SONIC BOOM." THE ACFT CONTACTED THE TERRAIN IN AN UNCONTROLLEDD DESCENT AT AN ELEV
OF 2100 FT MSL. INSPECTION OF THE WRECKAGE REVEALED THE HORIZONTAL STABILIZER AND LEFT WING HAD SEPARATED FROM
THE ACFT. THE SEPARATED OUTBOARD SECTION OF THE LEFT WING WAS NOT LOCATED. METALLURGICAL EXAM OF THE REMAINING
PORTION OF THE LEFT WING SPAR DISCLOSED A FAILURE "TYPICAL OF OVERSTRESS." THE NEAREST WX REPORTING STATION,
TROUTDALE, OR, LOCATED 13 NM SW OF THE ACCIDENT LOCATION AT AN ELEV OF 30 FT MSL HAD A 1845 PDT OBSERVATION OF:
2500 FT SCATTERED, E4000 FT OVERCAST WITH 20 SM VIVIBILITY.

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File No. - 2693 9/07/84 SKAMANIA,WA A/C Reg. No. N191WB Time (Lcl) - 1850 PDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE

Finding(s)
1. JUDGEMENT - POOR - PILOT IN COMMAND
2. WEATHER CONDITION - LOW CEILING
3. VFR FLIGHT INTO IMC - ATTEMPTED - PILOT IN COMMAND
4. IMPROPER USE OF PROCEDURE,LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation UNKNOWN

Finding(s)
5. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
6. IMPROPER USE OF PROCEDURE,SPATIAL DISORIENTATION - PILOT IN COMMAND

Occurrence #3 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)
7. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND
8. WING - OVERLOAD
9. WING - SEPARATION
10. HORIZONTAL STABILIZER SURFACE - SEPARATION

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,5,6,7

Factor(s) relating to this accident is/are finding(s) 2,4

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                              National Transportation Safety Board
                                   Washington, D.C. 20594

                                     Brief of Accident

    File No. - 2726      9/16/84    ABERDEEN,WA              A/C Reg. No. N1150T          Time (Lcl) - 0115 PDT
 -----------------------------------------------------------------------------------------------------------------
 ----Basic Information ---
      Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                      Injuries
                                                                 DESTROYED                 Fatal   Serious   Minor    None
      Type of Operation          -PERSONAL                      Fire              Crew        1       0         0       0
      Flight Conducted Under     -14 CFR 91                      NONE              Pass        0       0         0       0
      Accident Occurred During   -DESCENT
 -----------------------------------------------------------------------------------------------------------------
 ----Aircraft Information----
      Make/Model     - CESSNA 172M           Eng Make/Model - LYCOMING O-320-E2D        ELT Installed/Activated - YES/NO
      Landing Gear   - TRICYCLE-FIXED        Number Engines -  1                           Stall Warning System - YES
      Max Gross Wt   -    2300               Engine Type     - RECIPROCATING-CARBURETOR
      No. of Seats   -      4                Rated Power     -     150 HP
 -----------------------------------------------------------------------------------------------------------------
 ----Environment/Operations Information----
    Weather Data                                  Itinerary                                 Airport Proximity
      Wx Briefing      - NO RECORD OF BRIEFING      Last Departure Point                      OFF AIRPORT/STRIP
        Method         - N/A                          TACOMA,WA
        Completeness   - N/A                        Destination                             Airport Data
      Basic Weather    - VMC                          HOQUIAM,WA
        Wind Dir/Speed- CALM                                                                  Runway Ident      - N/A
        Visibility     -     10.0    SM           ATC/Airspace                                Runway Lth/Wid    - N/A
        Lowest Sky/Clouds  -        1000 FT         Type of Flight Plan - NONE                Runway Surface    - N/A
        Lowest Ceiling        -     1000 FT OVERCAST  Type of Clearance   - NONE              Runway Status     - N/A
        Obstructions to Vision- NONE                Type Apch/Lndg      - NONE
        Precipitation         - NONE
        Condition of Light    - NIGHT(DARK)
 -----------------------------------------------------------------------------------------------------------------
 ----Personnel Information----
     Pilot-In-Command                       Age -      49               Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
       Certificate(s)/Rating(s)             Biennial Flight Review                  Flight Time (Hours)
          STUDENT                              Current        - N/A        Total        -    1400         Last 24 Hrs  - UNK/NR
                                               Months Since   - N/A        Make/Model- UNK/NR             Last 30 Days- UNK/NR
                                               Aircraft Type  - N/A        Instrument- UNK/NR             Last 90 Days- UNK/NR
                                                                           Multi-Eng  - UNK/NR            Rotorcraft   - UNK/NR

          Instrument Rating(s)   - NONE
 -----------------------------------------------------------------------------------------------------------------
 ----Narrative----
 ACFT WRECKAGE INDICATES IMPACT WAS NOSE DOWN INVERTED. NO EVIDENCE WAS FOUND OF ACFT FAILURE/MALFUNCTION. PLT
 DEPARTED ON NIGHT CROSS-COUNTRY AFTER AN EVENING OUT WITH FRIENDS. WRECKAGE FOUND TWO MONTHS LATER. NO TOXICOLOGICAL
 TESTS POSSIBLE.
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Brief of Accident (Continued)

File No. - 2726 9/16/84 ABERDEEN,WA A/C Reg. No. N1150T Time (Lcl) - 0115 PDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE

Finding(s)
1 VFR FLIGHT INTO IMC - INADVERTENT - PILOT IN COMMAND
2 LIGHT CONDITION - DARK NIGHT

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)
3. DESCENT - UNCONTROLLED - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT,SPATIAL DISORIENTATION - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

Factor(s) relating to this accident is/are finding(s) 2,4

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                               National Transportation Safety Board
                                    Washington, D.C. 20594

                                      Brief of Accident

    File No. - 2624      12/18/84    HOQUIAM,WA                  A/C Reg. No. N100LM           Time (Lcl) - 1100 PST
--------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-EXTERNAL LOAD                     Aircraft Damage                    Injuries
                                                                  SUBSTANTIAL               Fatal   Serious   Minor    None
    Type of Operation          -POSITIONING                      Fire               Crew     0        0        1        0
    Flight Conducted Under     -14 CFR 91                         NONE              Pass     0        0        0        0
    Accident Occurred During   -LANDING
--------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - HILLER UH-12ET          Eng Make/Model - ALLISON 250C-20        ELT Installed/Activated - NO -N/A
    Landing Gear   - SKID                    Number Engines -  1                        Stall Warning System - NO
    Max Gross Wt   -    3100                 Engine Type     - TURBOSHAFT
    No. of Seats   -       4                 Rated Power     -     305 HP
--------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                              Itinerary                              Airport Proximity
    Wx Briefing       - UNK/NR                 Last Departure Point                   OFF AIRPORT/STRIP
      Method          - UNK/NR                   ELMA
      Completeness    - UNK/NR                Destination                            Airport Data
    Basic Weather     - VMC                      CRANE CREEK,WA
      Wind Dir/Speed- 090/005 KTS                                                      Runway Ident     - N/A
      Visibility      -    40.0   SM         ATC/Airspace                              Runway Lth/Wid   - N/A
      Lowest Sky/Clouds  -     CLEAR           Type of Flight Plan - NONE              Runway Surface   - DIRT
      Lowest Ceiling         - NONE            Type of Clearance   - NONE              Runway Status    - HIGH VEGETATION
      Obstructions to Vision- NONE             Type Apch/Lndg      - STRAIGHT-IN
      Precipitation          - NONE                                  FORCED LANDING
      Condition of Light     - DAYLIGHT
--------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                      Age -     43            Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)            Biennial Flight Review                 Flight Time (Hours)
        COMMERCIAL                          Current        - YES        Total      -     5000       Last 24 Hrs -        1
        SE LAND                             Months Since   - 16         Make/Model-     3500       Last 30 Days- UNK/NR
        HELICOPTER                          Aircraft Type - UNK/NR      Instrument- UNK/NR         Last 90 Days-      100
                                                                         Multi-Eng - UNK/NR         Rotorcraft   -     5000

        Instrument Rating(s)   - AIRPLANE
--------------------------------------------------------------------------------------------------------------------
----Narrative----
PLT REPORTED THAT WHILE IN NORMAL CRUISE FLIGHT, A TOTAL LOSS OF POWER OCCURRED. AUTOROTATION WAS EFFECTED
IN MOUNTAINOUS, WOODED TERRAIN. EXAMINATION OF THE ENGINE SHOWED CONTINUITY AND FREEDOM OF ROTATION. EXAMINATION OF
THE FUEL SYSTEM DISCLOSED NO DISCREPANCIS.
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Brief of Accident (Continued)

File No. - 2624 12/18/84 HOQUIAM,WA A/C Reg. No. N100LM Time (Lcl) - 1100 PST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)
2. AUTOROTATION - ATTEMPTED - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
3. TERRAIN CONDITION - NONE SUITABLE
4. TERRAIN CONDITION - MOUNTAINOUS/HILLY
5. TERRAIN CONDITION - HIGH VEGETATION

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 3,4,5

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                       National Transportation Safety Board
                           Washington, D.C. 20594

                              Brief of Accident

    File No. - 2727      12/19/84    WEST SEATTLE,WA           A/C Reg. No. N4247A          Time (Lcl) - 1108 PST
--------------------------------------------------------------------------------------------------------------
----Basic Information----
   Type Operating Certificate-NONE (GENERAL AVIATION)         Aircraft Damage                   Injuries
                                                               SUBSTANTIAL             Fatal   Serious   Minor    None
   Type of Operation          -TEST                           Fire                Crew    0        0        1        0
   Flight Conducted Under     -14 CFR 91                       NONE               Pass    0        1        1        0
   Accident Occurred During   -LANDING
--------------------------------------------------------------------------------------------------------------
----Aircraft Information----
   Make/Model     - DEHAVILLAND DHC-3 TURBO        Eng Make/Model - P&W PT-6A-135           ELT Installed/Activated - NO -N/A
   Landing Gear   - TAILWHEEL-ALL FIXED            Number Engines -  1                        Stall Warning System - YES
   Max Gross Wt   -    8000                        Engine Type    - TURBOPROP
   No. of Seats   -       3                        Rated Power    -     787 HP
--------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                   Itinerary                                  Airport Proximity
   Wx Briefing      - NO RECORD OF BRIEFING        Last Departure Point                       OFF AIRPORT/STRIP
    Method          - N/A                           SEATTLE,WA
    Completeness    - N/A                         Destination                              Airport Data
   Basic Weather    - VMC                           LOCAL                                     BOEING FIELD
    Wind Dir/Speed- 030/003 KTS                                                               Runway Ident     - N/A
    Visibility      -   60.0   SM                ATC/Airspace                                 Runway Lth/Wid   - N/A
    Lowest Sky/Clouds  -     10000 FT              Type of Flight Plan - NONE                 Runway Surface   - N/A
    Lowest Ceiling       - 10000 FT BROKEN         Type of Clearance   - VFR                  Runway Status    - N/A
    Obstructions to Vision- NONE                   Type Apch/Lndg      - FORCED LANDING
    Precipitation        - NONE
    Condition of Light   - DAYLIGHT
--------------------------------------------------------------------------------------------------------------
----Personnel Information----
  Pilot-In-Command                      Age -     61           Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
    Certificate(s)/Rating(s)            Biennial Flight Review            Flight Time (Hours)
     ATP                                  Current        - YES     Total       -    8500       Last 24 Hrs -       1
     SE LAND,ME LAND,SE SEA,ME SEA        Months Since   - UNK/NR  Make/Model-      15       Last 30 Days-      15
     HELICOPTER     ,FREE BALLOON         Aircraft Type  - B58     Instrument-    4000       Last 90 Days-      15
                                                                   Multi-Eng -    5000       Rotorcraft  -     500

     Instrument Rating(s)  - AIRPLANE,HELICOPTER
--------------------------------------------------------------------------------------------------------------
----Narrative----
ACFT WAS PERFORMING TEST FLT MANUVERS WHEN PROBLEMS WITH THE MODIFIED FUEL SYSTEM OCCURRED. ICE BLOCKING A FUEL LINE
CAUSED PARTIAL COLLAPSE OF TE MAIN (ENGINE FEED) FUEL CELL WICH PRODUCED AN ERROUNEOUS FUEL QUANTITY READING. IN
ADDITION, THE MAIN TANK OVERFLOW SHUTOFF VALVE WAS LEAKING, SO TANK OVERFLOW OCCURRED. THE FUEL OVERFLOW CAUTION SYSTEM
LIGHT ILLUMINATED AND AUXILIARY TANK FUEL PUMP FEED TO MAIN AUTOMATICALLY SHUT DOWN. DUE TO MISCALIBRATION, THIS SYSTEM
OVERRODE PLT ATTEMPTS TO RESTART AUX FUEL PUMPS. PLT REMAINED IN TEST AREA TROUBLESHOOTING RATHER THAN IMMEDIATE RETURN
TO BASE. FINALLY NOTED MAIN TANK GAGE CONTINUING TO READ "FULL." EN ROUTE TO BOWING FIELD, FUEL STARVATION OCCURRED. PLT
OPTED TO ATTEMPT FORCED LNDG IN SMALL ATHLETIC FIELD IN RESIDENTIAL AREA VICE DITCH IN PUGET SOUND. ACFT TOUCHED DOWN IN
INTENDED LNDG AREA, BOUNCED ACROSS ADJACENT STREET. ARRESTING ACTION OF TELEPHONE WIRES ON VERTICAL FIN BROUGHT ACFT TO
REST IN RESIDENTIAL BACKYARD WITH RELATIVELY LITTLE DAMAGE.
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Brief of Accident (Continued)

File No. - 2727   12/19/84   WEST SEATTLE,WA   A/C Reg. No. N4247A   Time (Lcl) - 1108 PST

Occurrence #1   AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation   MANEUVERING

Finding(s)
1. FUEL SYSTEM,LINE - FLUTTER
2. FUEL SYSTEM,TANK - DISTORTED
3. ENGINE INSTRUMENTS,FUEL QUANTITY GAGE - FALSE INDICATION

Occurrence #2   AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation   UNKNOWN

Finding(s)
4. FUEL SYSTEM,FUEL SHUTOFF - LEAK

Occurrence #3   AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation   MANEUVERING

Finding(s)
5. SAFETY SYSTEM(OTHER) - JAMMED
6. REMEDIAL ACTION - NOT POSSIBLE - PILOT IN COMMAND

Occurrence #4   LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation   CRUISE

Finding(s)
7. PRECAUTIONARY LANDING - DELAYED - PILOT IN COMMAND
8. FUEL SUPPLY - MISJUDGED - PILOT IN COMMAND
9. FLUID,FUEL - STARVATION

Occurrence #5   FORCED LANDING
Phase of Operation   DESCENT - EMERGENCY

Occurrence #6   IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation   LANDING

Finding(s)
10. TERRAIN CONDITION - NONE SUITABLE

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,9

Factor(s) relating to this accident is/are finding(s) 2,3,#ABE738310

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                              National Transportation Safety Board
                                   Washington, D.C. 20594

                                      Brief of Accident

    File No. - 2643      12/19/84    DEER PARK,WA             A/C Reg. No. N7336B          Time (Lcl) - 1430 PST
--------------------------------------------------------------------------------------------------------------------
----Basic Information----
   Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                       Injuries
                                                               SUBSTANTIAL                  Fatal   Serious   Minor    None
   Type of Operation          -INSTRUCTIONAL                 Fire                   Crew      0        0        0        2
   Flight Conducted Under     -14 CFR 91                      NONE                  Pass      0        0        0        0
   Accident Occurred During   -TAXI
--------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
   Make/Model       - CESSNA A152              Eng Make/Model  - LYCOMING O-235-L2C      ELT Installed/Activated - YES/NO
   Landing Gear     - TRICYCLE-FIXED           Number Engines  -  1                          Stall Warning System - YES
   Max Gross Wt     -    1670                  Engine Type     - RECIPROCATING-CARBURETOR
   No. of Seats     -      2                   Rated Power     -    110 HP
--------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                Itinerary                                  Airport Proximity
   Wx Briefing        - UNK/NR                  Last Departure Point                       ON AIRPORT
     Method           - UNK/NR                    SPOKANE,WA
     Completeness     - UNK/NR                 Destination                               Airport Data
   Basic Weather      - VMC                       DEER PARK,WA                             DEER PARK
     Wind Dir/Speed- CALM                                                                  Runway Ident      - UNK/NR
     Visibility     -     50.0   SM           ATC/Airspace                                 Runway Lth/Wid    - UNK/NR
     Lowest Sky/Clouds  -      CLEAR            Type of Flight Plan - NONE                 Runway Surface    - ASPHALT
     Lowest Ceiling        - NONE               Type of Clearance   - NONE                 Runway Status     - SNOW - COMPACTED
     Obstructions to Vision- NONE               Type Apch/Lndg      - UNK/NR
     Precipitation         - NONE
     Condition of Light    - DAYLIGHT
--------------------------------------------------------------------------------------------------------------------
----Personnel Information----
  Pilot-In-Command                      Age -     29              Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
    Certificate(s)/Rating(s)            Biennial Flight Review                    Flight Time (Hours)
       COMMERCIAL,CFI                      Current         - YES       Total       -    2502          Last 24 Hrs -       3
       SE LAND,ME LAND                     Months Since    - 16        Make/Model-        27          Last 30 Days- UNK/NR
                                           Aircraft Type - UNK/NR      Instrument-        92          Last 90 Days-     167
                                                                       Multi-Eng -        12

       Instrument Rating(s)  - AIRPLANE
--------------------------------------------------------------------------------------------------------------------
----Narrative----
DURING LANDING PRACTICE ON AN INSTRUCTIONAL FLIGHT AT AN UNCONTROLLED ARPT, ACFT WAS BEING TAXIIED BACK FOR
TAKEOFF AFTER A FULL STOP LANDING. SURFACE WAS ICY AND SNOW-COVERED. STUDENT WAS PRACTICING DIRECTIONAL
CONTROL EXERCISE WITH RUDDER. ACFT SKIDDED AND SLID INTO A SNOW BANK.
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Brief of Accident (Continued)

File No. - 2643   12/19/84   DEER PARK,WA   A/C Reg. No. N7336E   Time (Lcl) - 1430 PST

Occurrence #1   LOSS OF CONTROL - ON GROUND
Phase of Operation   TAXI - TO TAKEOFF

Finding(s)
1. JUDGEMENT - POOR - PILOT IN COMMAND(CFI)
2. AIRCRAFT HANDLING - NOT MAINTAINED - DUAL STUDENT
3. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - ICY
4. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - SNOW COVERED

Occurrence #2   IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation   TAXI - TO TAKEOFF

Finding(s)
5. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - SNOWBANK

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,3,4,5

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                         National Transportation Safety Board
                               Washington, D.C. 20594

                                  Brief of Accident

    File No. - 2738      12/31/84    PORT TOWNSEND,WA          A/C Reg. No. N4502E            Time (Lcl) - 1630 PST
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----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                      Injuries
                                                               SUBSTANTIAL                Fatal    Serious    Minor     None
    Type of Operation          -PERSONAL                       Fire                Crew     0         0         1         0
    Flight Conducted Under     -14 CFR 91                      NONE                Pass     0         0         1         0
    Accident Occurred During   -TAKEOFF
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----Aircraft Information----
    Make/Model     - CESSNA 172               Eng Make/Model - LYCOMING O-320-H2AD       ELT Installed/Activated - YES/YES
    Landing Gear   - TRICYCLE-FIXED           Number Engines -  1                          Stall Warning System - YES
    Max Gross Wt   -   2300                   Engine Type     - RECIPROCATING-CARBURETOR
    No. of Seats   -      4                   Rated Power     -    150 HP
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----Environment/Operations Information----
  Weather Data                              Itinerary                                   Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING    Last Departure Point                      ON AIRPORT
      Method         - N/A                        PORT TOWNSEND,WA
      Completeness   - N/A                     Destination                              Airport Data
    Basic Weather    - VMC                        PORT TOWNSEND,WA                        JEFFERSON COUNTY INTERN'L
      Wind Dir/Speed- 230/003 KTS                                                         Runway Ident      - 09
      Visibility     -    40.0   SM             ATC/Airspace                              Runway Lth/Wid   -  3300/   80
      Lowest Sky/Clouds  -     CLEAR              Type of Flight Plan - NONE              Runway Surface   - GRASS/TURF
      Lowest Ceiling         -   3000 FT BROKEN   Type of Clearance    - NONE              Runway Status    - SNOW - DRY
      Obstructions to Vision- NONE                Type Apch/Lndg       - NONE
      Precipitation          - NONE
      Condition of Light     - DAYLIGHT
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----Personnel Information----
   Pilot-In-Command                       Age -      42            Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)             Biennial Flight Review                 Flight Time (Hours)
        PRIVATE                               Current        - YES     Total        -      90       Last 24 Hrs - UNK/NR
        SE LAND                               Months Since  -  5       Make/Model-        10       Last 30 Days- UNK/NR
                                              Aircraft Type - UNK/NR   Instrument-         0       Last 90 Days-      10


        Instrument Rating(s)  - NONE
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----Narrative----
THE PLT STATED THAT ONCE AIRBORNE DURING TAKEOFF, THE LEFT WING DROPPED. PLT ATTEMPTED REMEDIAL ACTION, HOWEVER,
THE ACFT CONTACTED THE LEFT SIDE OF THE TAXIWAY IN A NOSE DOWN, LEFT WING LOW ATTITUDE.

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Brief of Accident (Continued)

File No. - 2738   12/31/84   PORT TOWNSEND,WA   A/C Reg. No. N4502E   Time (Lcl) - 1630 PST

Occurrence #1   LOSS OF CONTROL - IN FLIGHT
Phase of Operation   TAKEOFF - INITIAL CLIMB

Finding(s)
1. LIFT-OFF - PREMATURE - PILOT IN COMMAND
2. AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND
3. STALL/MUSH - INADVERTENT -
4. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - SNOW COVERED

Occurrence #2   IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation   DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,4

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